Mt. Washington Cog Railway
Aggregated Timeline



Norman "Jitney" Lewis and his son relied on a timeline to keep the people and the facts about the Mount Washington attraction straight. It was tougher than expected as the oral tradition of the Cog Railway, and some mistaken assumptions by historians over the years left several tangles to be sorted out.

This Aggregated Timeline outlines the year-by-year, day-by-day development of the west side and the summit of the Northeast's highest peak as reported in newspapers and books of the era. It is the third piece of the Jitneys' effort to remember the place that helped shaped them.

Careful reading of all four volumes of The Jitney Years manuscript will help those interested get closer to understanding the nature of the Cog Family, and what binds all generations of this motley crew together.

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1968 - 2024

THE JITNEY YEARS PLUS

An Aggregated Timeline of the Mt. Washington Cog Railway

1868-2024

THE JITNEY YEARS PLUS

Volume 3b

Edited by Tim "Jitney Jr" Lewis

Ex Libris



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This manuscript is for the enjoyment of those who participated, or are interested in steam train operations on Mount Washington in New Hampshire in the mid-20th Century. It is a collective scrapbook and gathering of memories from those times (1950-1967) and in this particular volume events stretching along the mountain railroad's entire timeline. Best efforts have been made to ensure accuracy in those memories. Discrepancies do exist among the various recollections and accounts of the events and activities that occurred.

Main Cover Photo Illustration - Modern Cog diesel climbs out of Base Station destroyed in 1895 by Jitney Jr. & Keith Chamberlin - FLEK

""The man (person) who does business on Mount Washington must make up his mind to always live in a fight."

- John R. Hitchcock, Gorham, N.H. hotelier

- Summer 1870

"Smart aggregation does, in fact, add something to the world by bringing a certain editorial judgment to bear on the selection of pieces. The problem isn't aggregation. It's that the entire structure of the media world currently provides publications with huge incentives to aggregate and comparatively small incentives to actually create."

- Editors of the New Republic magazine

- March 24, 2011

"Time keeps on slippin', slippin', slippin' into the future... "

- Steven Haworth Miller

Founder - The Steve Miller Band

"Fly Like an Eagle" (1977)

A Note About Style

The *Jitney Years Collection* is a crowd-sourced manuscript and thus follows no standard academic stylistic formula. *Volume 3 Timeline* is primarily the work of editor Jitney Jr. who transcribed news stories and other material placing it in chronological fashion.

The material was further split into sections by ownership groups.

Attribution has been placed as close to the material quoted/used as is possible according to broadcast style when writing for the ear. There are no endnotes - readers should find sourcing without a search.

Foreword

The 21st Century saw the emergence of "aggregators" on the relatively new channel of human communication called the internet. Older forms of news media saw their content "curated" by new organizations that selected and organized the information for readers along various interest lines. It was great for those who wanted material dealing with their subject in one place. It was bad for the companies that had invested in the creation of that content in order sell advertisements, as people could now find their original stories elsewhere and fewer readers would patronize their older, established news platforms thus cratering the content producers' cash flow.

Volume 3: Aggregated Timeline is content specific to the Mount Washington Railway - its location, its people, and its operation over the years. It is the result of an extensive review of newspapers, magazines, and internet sources over an eight year period as part of the completion of the *Volume 1: Cog Operating Manual - The Jitney Years*. It is presented here to provide additional context to the operating manual, and chronological detail to the names found in *Volume 2: Cog Roster* of the *Jitney Years* collection. An electronic version of this printout will be updated online as further developments in the history of the Mount Washington Railway occur.

Prof. T. R. Lewis
Lyndon State College
January 2018

Timeline Sections Explained

Vol 3a Section 1 — Sylvester Marsh — 1857-1885

Sylvester Marsh was projector & president of the Mount Washington Railway Co. during this time period. John W. Dodge was the road's manager through 1876. Walter Aiken was Dodge's superintendent. Aiken becomes railway manager in 1877 after taking stock in the company for compensation for engines he built.

Vol 3a Section 2 — Walter Aiken — 1885 - 1893

When Sylvester Marsh dies, John H. George was railway president for three years. Manager Walter Aiken becomes Mount Washington Railway president in 1889 five years before his death.

Vol 3a Section 3 — Concord & Montreal — 1894 - 1895

Walter Aiken's death allows the corporation leasing the MWR, the Concord & Montreal Railroad to consolidate its control by purchasing Aiken's stock, and then settling the summit land dispute with the Pingree heirs.

Vol 3a Section 4 — Boston & Maine — 1896 - 1930

The fire that destroyed the original Base Depot complex in 1895 allows the Boston & Maine Railroad to purchase controlling interests of the Cog lease from the Concord & Montreal Railroad. There would be several efforts to use the B&M's Mount Washington Railway holdings to spur increased tourism in New Hampshire's North Country before the Great War and the Great Depression.

Vol 3a Section 5 — Col. Henry N. Teague — 1931 - 1951

The nation's economic downturn pushed Dartmouth-trained hotelier Henry Nelson Teague into bankruptcy wiping out his Massachusetts and Florida holdings. However, Teague's well-known promotional ability prompts the B&M to offer Teague a "lease-to-own" deal for the Cog Railway and a $10,000 start-up loan. Col. Teague completed that deal with the B&M in 1938-39 with new financing from his alma mater - Dartmouth College. The Old Colonel would hire a namesake, but not a relative - Arthur S. Teague in 1933 and name the Clemson graduate railway manager in 1935.

Vol 3a Section 6 — Dartmouth College — 1952 - 1962

Col. Henry N. Teague's death results in the Hanover, N.H. Ivy-League institution owning the railroad as well as the summit property and the long-term leases Teague had negotiated. They wanted to maximize the financial benefit of Henry's bequest and quickly find a buyer for the "cheesy tourist" railroad. In the meantime, Arthur S. Teague, now a Colonel due to his highly decorated wartime service, continues to run the Cog.

Vol 3a Section 7 — Col. Arthur S. Teague — 1963 - 1967

Col. Arthur S. Teague makes a "lease to own" deal of his own with Dartmouth to gain control of the railroad he had been running since 1935. He looks forward to celebrating the Cog's 100th birthday in 1969.

Vol 3b Section 1 — Ellen Crawford Teague — 1968 - 1982

Art Teague's sudden death puts the family-owned corporation in his widow's hands. She continues to keep the trains running while moving to make her only son, Charles, the next generation of Teague to run the railroad.

Vol 3b Section 2 — Presby / Bedor — 1983 - 2017

A group of northern New Hampshire businessmen make a successful bid to buy the railroad when Ellen Teague puts the Cog on the market. John Rolli & Loxley Ness were the original front men while Wayne Presby and Joel Bedor started in the background. After three summers, Presby & Bedor would step forward in management bringing diesel Cog engines to the mountain while reducing the railway's coal-fired steam-powered fleet.

Vol 3b Section 10 — Wayne Presby — 2017 to...

A proposed hotel at Skyline leads to the consolidation of the railroad in the hands of the Presby family. They usher the 150 year old railway into its next 50 years with new track, seven diesels, two steam locomotives and new plans to handle increased tourist traffic. Then the pandemic struck...

Ellen Crawford Teague 1968-1982

1968

February 22nd

International Travel Initiative: "Mrs. Ellen C. Teague, president and general manager of the famed Mount Washington Cog Railway, has given her unqualified support to a unique new plan aimed at reducing the nation's "overseas travel imbalance." The plan, formulated by NATO – the National Association of Travel Organizations – will allow about 50 percent reduction in fares and admissions to foreign visitors. Mrs. Teague said that the Cog Railway will participate in the plan to the fullest extent and will grant the full 50 percent reduced fare to all foreign visitors. Adoption of the plan by Mrs. Teague comes at a time when the Cog Railway is preparing for its Centennial celebration in 1969, marking a full 100 years since the unusual travel attraction was completed."

- Littleton Courier – Thu, Feb 22, 1968 pg. 2C

March 4th

New Hampshire Public Utilities Commission ***Consulting Study completed*** and suggests Railway to install timber connectors between the bents to improve longitudinal stability

- Thomas K. Dye, Inc / See Appendix - 1967 Skyline

March 16th

Anne Teague - Debutante?: "Miss Anne Tillman Teague, debutante daughter of Mrs. Arthur S. Teague, of Chestnut Hill, and the late Col. Teague, will leave July 10 to travel in Europe. A member of the graduating class of 1968 at the Stevens School, Miss Teague will be presented Dec. 21 at a tea dance given by her mother at home. Mrs. Teague and another daughter, Miss Jane Teague, have returned from Palm Beach and Deerfield Beach, Fla." Announcements in the *Philadelphia Inquirier* notwithstanding, Anne would not "come out" in 1968. "My mother did that therefore Janey did and Margie did and Fanny did and I just put my hand up to my mother and said don't want it," says Anne Teague Koop in July 2016. "Thank you, but no thank you. I don't need to come out and meet men. I'd rather get married." That was a foreign concept to socialite Ellen. "My mother said you don't get married until you are 29 or 30. I was like 18 at the time and I just said I wanted to get married." Anne was finally able to convince her mother by pointing to her boyfriend's parents. "Norm's parents got married. She *(Elizabeth Flanagan)* was actually 20 and he *(C. Everett Koop)* was actually 21 or 22. She was going to help him through medical school, you know work, so she dropped out of Vassar. She was in her third year. Just married him and went to secretarial courses and was able to work and make some extra money while he was at medical school." By the end of the year, Anne was Mrs. Norman Koop.

March 18th

NH PUC Order No. 9407 - Mount Washington Railway Company, ***Investigation of Safety released***. Fourteen paragraphs "in which are set forth their conclusions and recommendations pertaining to the maintenance, operation, and safety practices of the said Mount Washington Railway Company." While a preliminary report of the PUC refrains from any attempt to fix final responsibility for the accident, the final report is filed in mid-March and is NOT released to the public. *(The preliminary report actually becomes the final report – Jitney Jr research at NH PUC in October 2015)*

March 20th

PUC Orders Consultants' Recommendations Be Followed: "The New Hampshire Public Utilities Commission today *(3/20)* ordered the Mt. Washington Cog Railway to comply with recommendations of two engineering reports on the operations and structures of the railroad the scene of the death of eight tourists last September 17. The Commission ordered the cogway to formulate a three-year plan for renewal of track timbers, including trestle braces. The engineering reports were from Paul Dunn, a Boston engineer, and the Lexing-

ton, Mass. firm of T, K. Dyer. Dyer recommended replacement of 8 per cent of the timber and trestle structure. He said there is currently a margin of safety but a planned timber renewal program must go in effect to insure future safety. The PUC order also requires the cogway to prescribe in writing rules and regulations governing the dispatching of train along the three-mile route to the 6,288 foot peak, the highest in the Northeast. The commission is also requiring thorough inspection of trestles, tracks locomotives and cars before the next season opens in June. It also ordered the railroad, owned by Mrs. Ellen Teague of Fabyans and Philadelphia, Pa., to turn in annual reports prior to season openings."

- Nashua Telegraph - Wed, Mar 20, 1968 pg. 2

PUC Orders Detailed: "The commission ordered the railroad to formulate a three-year plan for renewal of track timbers, including trestle braces. The engineering reports were from Paul Dunn, a Boston engineer, and the Lexington, (Mass.) firm of T. K. Dyer. Dyer recommended replacement of 8 percent of the timber and trestle structure. He said there is currently a margin of safety but a planned timber renewal program must go in effect to insure future safety. The PUC order also requires the cogway to prescribe in writing the rules and regulations governing the dispatching and operations of trains along the three-mile route to the 6,288-foot peak, the highest in the Northeast. The commission is also requiring thorough inspection of trestles, tracks, locomotives and cars before the next season opens in June. It also ordered the railroad, owned by Mrs. Ellen Teague of Fabyans and Philadelphia, Pa., to turn in annual reports prior to season openings. The reports conclude that: 1. The track and trestle structure is safe for operation and if maintenance, as programmed, is carried out it will continue to be safe. 2. The locomotives and cars are adequately maintained and have adequate holding and braking power to do the job required. The equipment is safe and suitable for operation."

- Littleton Courier – Thu, Mar 21, 1968 pg. 1 & 4

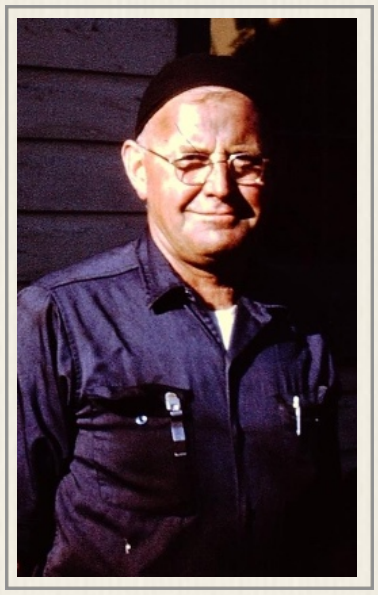
March 28th

Newcomen Invitation: "Mountain Musing: The Newcomen Society in North America, which will honor the Littleton Savings Bank this summer on the occasion of its 100th Birthday, has extended an invitation to Mrs. Arthur S. Teague, president and treasurer of the Mount Washington Railway Co., to join its rather select rolls as an honorary lady member of this overwhelmingly male organization… The society is anticipating honoring the Mt. Washington Cog Railroad during its Centennial Year, 1969, when it will be the Society's corporate guest of honor at a testimonial event."

- Littleton Courier – Thu, Mar 28, 1968 pg. 4

April 11th

American Heritage & Skyline Disaster: "Mountain Musing: The April issue of American Heritage magazine pays an eight-page publicity tribute to the Mt. Washington Cog Railway under the title, "Among the Clouds." Written by John H. Ackerman, the story mirrors the nearly 100-year history of the mountain line from its beginnings to the tragic accident of last summer, with numerous pictures. / Dr. Harry C. McDade of Littleton was a speaker at the "regional Conference on Disaster Medical Care" held last week at the Statler-Hilton hotel, Duke University Medical Center, Durham, N.C. Dr. McDade spoke on "Disaster on a Mountain – the Mount Washington Cog Railway Train Disaster," and the role that the Littleton hospital played in treating the injured. The program was sponsored by the Committee on Disaster Medical Care, council on National Security of the American Medical Ass'n, in cooperation with the North Carolina Medical Society." *- Littleton Courier – Thu, Apr 11, 1968 pg. 4*



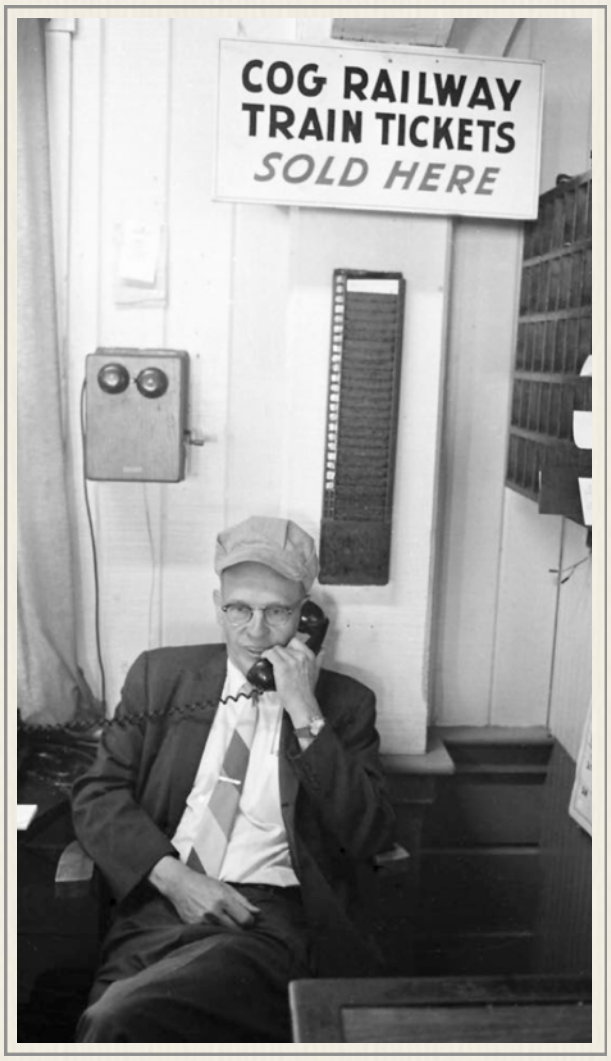
***Niles LaCoss** (left) **hired as Master Mechani**c - rebuilt two locomotives and built the No. 10 *Col. Teague*

April 18th

Lionel Rodgers named General Manager of Cog Railway by Ellen Teague - Lionel Rogers, 54, an engineer from Norwalk, Conn., has been named general manager of the Mt. Washington Cog Railway. He is a close friend of the railway's owner, Mrs. Ellen Teague of Philadelphia. Rodgers, who has been a consultant for the railway for the past two months, will assume his duties April 29. He will be in charge of general operations when the railway opens for the 1968 season in mid-June. Rodgers is currently vice president in charge of engineering for the Automatic Signal Division of Laboratory for Electronics in Norwalk. In addition to railway operations, Rodgers *(next page)*

will also be in charge of concession operations at the summit of Mt. Washington and operation of all facilities at the base station." Editor's Note: Rodgers serves two years in the position

- The Bridgeport Post - Fri, April 19, 1968 pg. 20 / - Nashua Telegraph - Fri, Apr 19, 1968 pg. 11



Rodgers Bio: "The Mt. Washington Cog Railway, which will start its 99th season on June 15, will have a new general manager. He is Lionel M. Rodgers, 54, of Norwalk, Conn., engineer and friend of the late Col. Arthur S. Teague, who died last August. The announcement was made this week by Mrs. Teague, president, in a visit to the North Country. She also stated that work on a new steam locomotive, to be added to the unique fleet of seven which chug up and down the 3 ½-mile track on the west side of Mt. Washington, has been started at the Base. Designed by Col. Teague, president of the railway for 34 years, the new engine will be ready for service next year when a celebration of the Cog Railway's 100th Anniversary is planned.

The new general manager *(right)*, a native of Pennsylvania, has been with the Automatic Signal Division of Laboratory for Electronics in East Norwalk since 1956. He was assistant general manager from Jan. 1962 to Feb. 1967, when he was appointed vice president for engineering with responsibility for all engineering, including research and development, production, applications, mechanical and engineering services. This responsibility also embraced technical coordination between the firm's sales department and engineer. Mr. Rodgers is married and has four children. He was graduated from Rensselaer Polytechnic Institute in 1935. He became a registered patent agent in 1938 while employed by a New York law firm, and from 1941 to 1962 was in various engineering capacities, including recruitment and education with Philco Corporation in Philadelphia, Pa. He is a member of the National Society of Professional Engineers. He has been a friend of the Teagues for some time and a frequent and interested visitor to the Cog Railway. With his knowledge of the special technical and climatic problems encountered in maintaining a summertime ride up and down the 6,293-foot Mt. Washington, Mrs. Teague feels that Mr. Rodgers *(left at Waumbek switch)* can be most valuable in continuing the long record of management that was interrupted in August 1967 by the death of her husband. Mrs. Teague also has announced that up to a 50% reduction in fares and admissions will be allowed this summer to all foreign visitors. This is in line with a program of the National Association of Travel Agents aimed at reducing the nation's "overseas travel imbalance."



Lionel Rodgers (1968)

- Littleton Courier – Thu, Apr 18, 1968 pg. 1 & 4A

April 20th

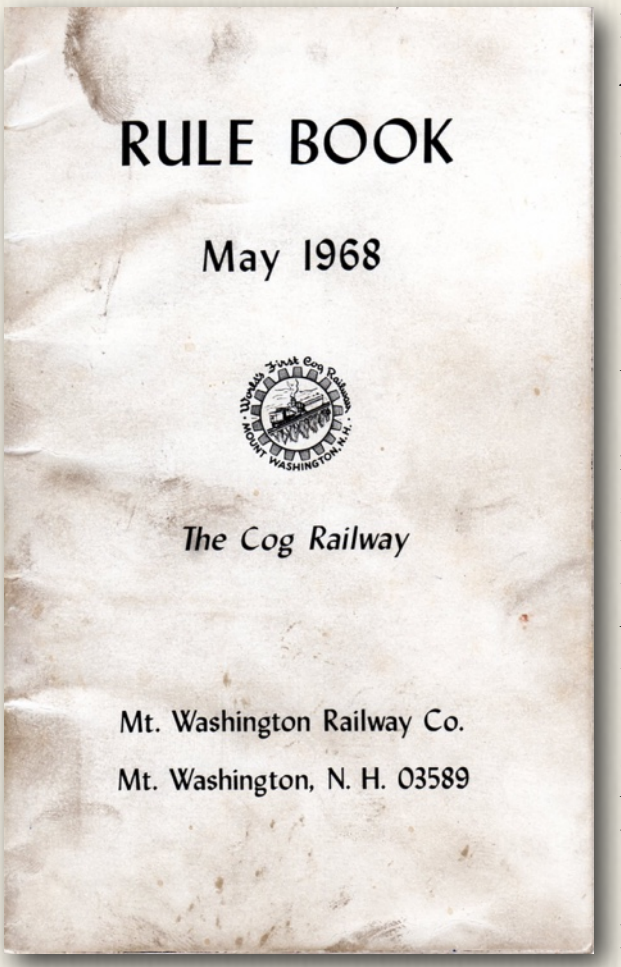
Double-header Dispute - General manager Lionel Rodgers writes to the Public Utilities Commission objecting to a March 6th suggestion by consultant Thomas K. Dyer that only one train be allowed to operate on specific portions of the main track due to "the longitudinal stability of the trestle; the possibility of a failure close to a second train; and the possibility of collision." Rodgers says bracing is being installed and nothing in the post-accident consultant reports nor the July 7, 1952 Jackson & Moreland Report indicate trains separated by 700 feet cause any excessive stresses in the structure. Rodgers says when it comes to failure "the closer the trains the better," for "the severity of this hazard increases... as a direct function of the distance between trains." Finally, Rodgers says implementing Dyer's suggestion "would be to make a profitable operation of the Cog Railway impossible. In summary, the operation of two or more trains as sections on a single schedule should present neither a structural nor an operational hazard and this is borne out by almost a century of experience."

- Letter to NH PUC, April 20, 1968

April 28th

Dave Koop dies in climbing accident

- Nashua Telegraph - Mon, Apr 29, 1968 pg. 22 / See Vol. 1 - Ch. 9 Engine No. 8



Used rule book with coal dust smudging (1968)
- Lewis Family Collection

May 1st

Mainline Rules come to the Mountain: With President Ellen Teague's approval, GM Lionel Rodgers submits a 29-page Rule Book *(left)* to the N.H. Public Utilities Commission that codifies many of the past operational rules outlined in "Brake Fire Run" and "Cog From a Safe Point of View." However the document goes further and implements new requirements (adapted from valley railroad operations) for written orders for train movement, the use of various colored signal flags, whistle & bell signals, and fusees (or flares). In a May 15, 1968 reply, State Transportation Director Winslow Melvin, who has been overseeing Cog operations for some time, takes exception to some of the rules. "I do not believe that lighted fusees should be used on or at the trestle work. *(Ed note: due to potential for igniting the wooden trestle)* I question the necessity for the rule 5.2i because there are no crossings on your railroad. The rules relating to train orders, while conforming to the general requirements for high speed train service on railroads, generally may be more technically involved than may be necessary. It is also noted that the word "Waumbek" is in several instances spelled with an "n" instead of an "m." Winslow says tickets may no longer be collected while the train is in motion and that examination of the car's braking system before summit departure is necessary. Eleven pages of the already printed Rule Books for employees are then crossed out eliminating written orders, most bell and whistle signals as well as the flares. The colored flags are retained.

- Letter to Lionel Rodgers from N.H. Public Utilities Commission - May 15, 1968

May 9th

Summit Plan Additional Study: "The N.H. Governor and Executive Council have sent a $50,000 plan to redesign the Summit of Mt. Washington to the N.H. Dep. Of Public Works and Highways for further study, it has been reported. The N.H. Dept. of Resources and Economic Development wanted to hire the architectural firm of Carter and Woodruff of Nashua to design the Summit Complex."

- Littleton Courier – Thu, May 9, 1968 pg. 3C

June 1st

Bob Kent asked by Ellen Teague ***to become crew supervisor***, helping train new personnel and oversee safety regulations. Kent tells Jitney he still uses *"Brake Fire Run"* and *"Cog from Safe Point of View"* for training

- Letter to Public Utilities Commission 1.3.74

June 6th

AMC Helicopter Lift from Base Station: "Mountain Musing: Beginning next week, a helicopter will be air-lifting material – 1,000 sacks of cement – from the Base Station of the Mount Washington Cog Railway to the Lakes of the Clouds for an AMC construction program. Once again the whirlybird will save hours of back-breaking toting of materials to a mountaintop site for facilities to accommodate the crowds of hikers who enjoy the trails." *- Littleton Courier – Thu, Jun 6, 1968*

June 15th

1968 Season Begins: The historic Mount Washington cog railway opened for its ninety-ninth season today under new operating rules set by the New Hampshire Public Utilities Commission.

- UPI in St. Louis Post-Dispatch - Sun, Jun 16, 1968 pg. 35

Cog Railway Begins 99th Year: "One of the top tourist attractions in the Northeast, the Mt. Washington Cog Railway, opened for its 99th season last weekend *(6/15-16)*. Mrs. Ellen S. Teague, Cog Railway president

and treasurer, had high hopes for a good year at the scenic attraction. "We expect to have a very good year – two years, in fact, with the Centennial coming up next season," she said. The railway is operating under new Public Utilities commission regulations, including one that all trains proceed slowly over switches, only after an inspection on foot has been made of the switch by crew members. Also in effect is a railway rule book, prepared by Lionel Rodgers, the new general manager and vice president at the Cog. The PUC recently gave the rule book its approval. Visitors to the breathtaking Mt. Washington summit, more than 6,000 feet high, will find Summit House open for rest stops, and souvenir sales. While the state has reportedly done much reconditioning of the Summit House, including new wiring, it is not yet open for overnight guests, as in past years. Mrs. Teague, who has been associated with the mountain railroad for the past 26 years, said this week that special family rates are available daily on the 8 a.m. train. The season continues through Oct. 13." *- Littleton Courier – Thu, Jun 20, 1968 pg. 1*



First train of the season is the No. 2 as new railway president Ellen Crawford Teague in white coat watches (1968)
- Kimball Photos

June 27th

Stamp Promotion: "Mountain Musing: A letter to the editor of TRAINS magazine of railroading, plugs an effort to have a centennial stamp produced by the Postoffice Department in 1969 honoring the 100th Birthday of the Mt. Washington Cog Railroad. U.S. Sen. Norris Cotton is spearheading the drive for such recognition for one of the world's most unique attractions."

- Littleton Courier – Thu, Jun 27, 1968 pg. 4

Info Officials Tour: "For three days last week some 20 information booth attendants, rest area employees and state information officials from three states and Canada were conducted on a special tour of the White Mountains by the White Mountains Recreation association and its member attractions. The annual tour, now in its ninth year, is conducted in order to allow information dispensing employees of towns, cities and states gain first-hand knowledge of the facilities, services, attractions and scenery of the White Mountains area. It is an extremely popular tour, generally being oversubscribed each year, and is believed to be the only tour of its kind being conducted in New England. The second day… the group was met at the base of the Mt. Washington Cog Railway by Mrs. Ellen Teague, and a special train was provided for a trip to the summit *(right)* of New Hampshire's highest peak. From the summit the Mt. Washington Auto Road station wagons provided a ride to the base via the eight-mile Auto Road.

- Littleton Courier – Thu, Jun 27, 1968 pg. 1A



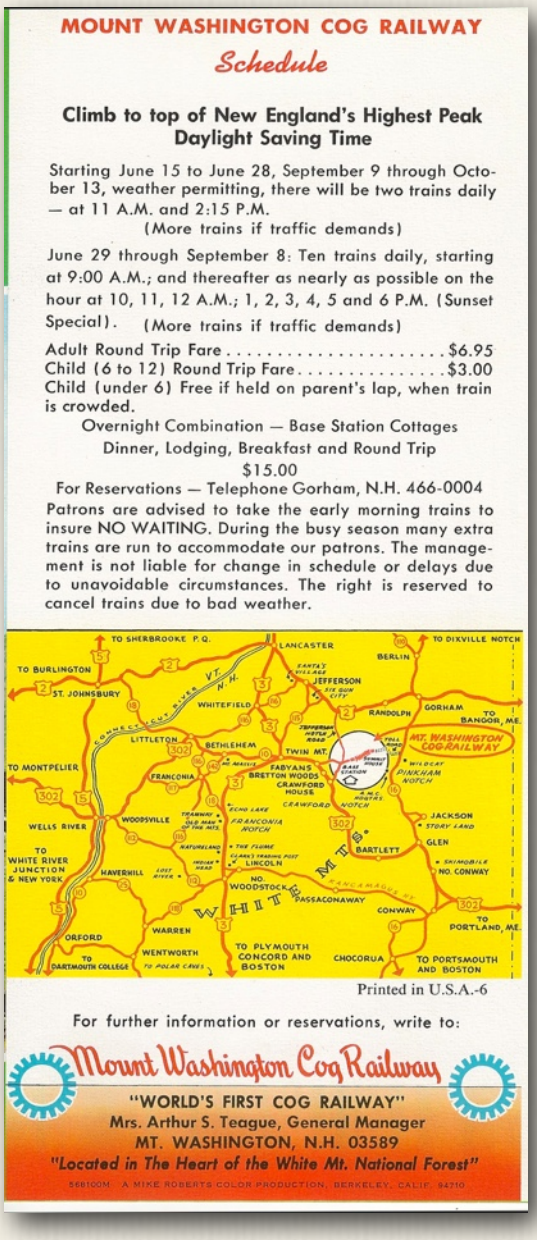
Tour Includes Visit To Summit

WHITE MOUNTAINS TOUR RECENTLY OF CHAMBER OF COMMERCE INFORMATION BOOTHS, automobile clubs, safety rest areas, state and regional officials, sponsored by the White Mountains Recreation association and its members, paused briefly for pictures on the Summit of Mt. Washington. Some 20 persons participated in the three-day familiarization trip. Areas represented were Montreal, Boston, Portsmouth, Lincoln, Manchester, Concord, Salem, Lebanon, Canterbury, North Conway, Berlin, Hampton, Littleton, Hooksett and U.S. Forest Service. Mt. Washington Cog Railway train serves as a background for above photo. The group journeyed to the Summit via train and returned via the Auto Road.

- Littleton Courier – Thu, Jul 11, 1968 pg. 1C

June 28th

Summit House Overnights Resume: "Roger Crowley, state commissioner of resources and economic development, says



that repairs to the Mt. Washington Summit House have allowed its use for overnight occupancy. Crowley reported to the Executive Council that expenditure of $10,375 included $6,000 for a new steam boiler and $1,000 for fire doors and fire escapes. The state fire marshal and the State Board of Health have approved the work accomplished and further approved the use of the summit hotel for overnight occupancy," he said. The hotel has been accepting guests since June 28 on a one-night basis or in conjunction with the Mt. Washington Cog Railway which offers a package plan. The hotel was closed to overnight guests last year when the fire marshal and others deemed it unsafe."

- Littleton Courier – Thu, Aug 8, 1968 pg. 4

July 3rd

Mr. Liveston Dies on Cog's 99th Birthday: "William McLaren Liveston, 71, died at the Littleton hospital on Wednesday, July 3, after a brief illness. Mr. Liveston was born in Forfar, Scotland on Dec. 25, 1896, the son of James and Janet (MacKenzie) Liveston. A tool and die marker, he served his apprenticeship in Arbroath, Scotland and Jan. 1, 1917 married Clementina Skea. In 1920 the family came to America and he became well-known in his trade. For 13 years he was employed as master machinist at the Mount Washington Cog Railway, designing and improving many of the working parts of the cog locomotives to make them more efficient. He did the winter repairs for the railroad in his home workshop. He was twice awarded the Navy E for his workmanship during World War I. Mr. Liveston was a paid-up life member of the St. Vigeans lodge of Masons in Artroath, Scotland, a 32nd degree Mason in Samuel Washburn lodge of Perfection Valley of Montpelier, Vt., a member of the Clan Gordon, order of Scottish Clans, Barre, Vt.; Mt. Calvary Council, Princes of Jerusalem and Frank Martin chapter, Rose Croiz, all of Montpelier. The family, besides his wife, includes two sons, James Liveston of Lisbon and Frederick Liveston of Enumclaw, Wash.; a daughter, Clementina (Mrs. Ralph) Donahue of Clearfield, Utah; a brother, Norman Liveston of Deerfield Beach, Fla.; two sisters, Mrs. Ina Moir and Isabel (Mrs. Robert) Bruce, both of Scotland; and 13 grandchildren. Funeral services were held a Pillsbury Funeral Home in Lisbon on Sunday *(7/7).* Burial was in Grove Hill cemetery… Among those from out of town who attended the services (included) Mrs. Arthur Teague, Harold Adams, Robert Kent and Tony Poltrack of the Cog Railway, Mount Washington."

- Littleton Courier – Thu, Jul 11, 1968 pg 1

July 6th

"***Highly Educated Crew"***: "Despite its first major accident last September, the all-steam railroad expects tourist traffic to rise for the sixth year in a row. Eight persons were killed September 17, 1967 when a locomotive jumped an open switch and a passenger car hurtled off a trestle. It was the first fatal accident to paying passenger since the first train reached the summit 99 years ago.. After a rigorous inspection, the New Hampshire Public Utilities Commission cleared the railroad for the new season. Lionel M. Rodgers of Norwalk, Conn., an engineer and lifelong train buff is the new general manager. The most important rules in the new book of operating instructions he drafted specifies a train crewman must get out and personally inspect every switch on foot before the train proceeds. Why a switch was left open that fateful Sunday afternoon last September may never be known. "We must have one of the most highly educated crew of trainmen in the world" says Mrs. Arthur S. Teague, president and treasurer. Mrs. Teague took over when her husband died last August. Since the railroad only operates in the summer, it has been popular with train buff teachers and professors. Seven faculty members are on the roster this season. What other railroad has college boy track workers wearing Harvard, Dartmouth or Princeton jerseys complete with soft coal dust? A big celebration is planned for the railroad's centennial summer next year."

- Newport (RI) Daily News - Sat, Jul 6, 1968 pg. 3

July 14th

Exhausted Canadians: "Train crewmen and summit personnel of the Mt. Washington Cog Railway combined forces with the U.S. Forest Service in rescuing a couple of exhausted hikers from the trail on this 6,288-foot peak. The hikers, Mr. and Mrs. Alexander Dresener of Montreal, started their climb up the Jewel Train of the mountain at 10:30am last Monday *(7/14)*. Tiring as they continued up the steep slopes, they were noticed by several base bound climbers at approximately 4 p.m. Jack Weber of Philadelphia, Pa., manager of the Cog Railway Summit House, was notified by Supt. Bob Kent of the hikers' plight and went to aid the. Weber met Keith Kidder, ridge runner for the Forest Service, who located the Dreseners just above timberline. Kidder helped the weary walkers to Skyline platform where he flagged down summit-bound engine No. 6 *(Great Gulf)*. Brakeman Frank Wyman, a Harvard University junior, put the couple on board and they arrived at the summit at 6:15 p.m., nearly eight hours after they set out from the base. The average time for inexperienced climbers to reach the top of his highest mountain in northeastern United States is three to four hours. The couple remained overnight at the Summit House before returning to Montreal." *- Manchester (NH) Union Leader – Thu, Jul 18, 1968 pg. 30*



Heading up Long Trestle (1968)
- Janet Cass Collection

July 28th

Nashua Columnist Rides the Cog: "There is no trace today of the tragedy involving the cog railway train derailment on Mount Washington last Sept. 17 when eight persons were killed and 74 were injured. Last Sunday *(7/28)*, despite an all-day threat of rain, a fairly large throng of adults and children were at the base station awaiting their turn to ride to the summit of Mt. Washington. The crowd included vacationers, mountain climbers and one-day travelers like us. There were smiling faces, laughter, and an eager look on the faces of youngsters. We learned more about this privately operated railway system when we approached a man wearing a green shirt and asked him for directions to get to the Kancamagus Highway. He turned out to be Lionel M. Rodgers, vice president and general manager of the corporation. Rodgers and his family live there all season. For the rest of the year, the company official works from his home in Norwalk, Conn. These duties involve purchases of equipment, repairs to the facility and of course, a great deal of paper work."

- Nashua (N.H.) Telegraph - Thu, Aug 1, 1968 pg. 4

July 29th

Summit House Repairs: "Roger Crowley, state commissioner of resources and economic development says that repairs to the Mt. Washington summit house have allowed its use for overnight occupancy. Crowley reported Monday *(7/29)* to the Executive Council that expenditure of $10,375 included $6,000 for a new steam boiler and $1,000 for fire doors and fire escapes. "The state fire marshal and the state board of health have approved the work accomplished and further approved the use of the summit hotel for overnight occupancy," he said. The hotel has been accepting guests since June 28th on a one-night basis or in conjunction with the Mt. Washington Cog Railway which offers a package plan. The hotel was closed to overnight guests last year when the fire marshal and others deemed it unsafe. Considerable money had been spent on the hotel and more renovation is planned to the structure atop the 6,288 peak highest in the northeast. In his report to Gov. john W. King and council which meet Wednesday *(7/31)*, Crowley cited the "wholehearted cooperation and assistance from the carriage road company, the cog railway company, the Mt. Washington observatory and WMTW."

- Manchester (NH) Union Leader – Thu, Aug 1, 1968 pg. 6



No. 4 Summit with Car No. 5 at Waumbek Switch (Aug 1968)
- Robert J. Girouard Collection

1968

August 8th

Old Number Three: "After almost one year of rebuilding, the train known as "Old Number Three" of the Mount Washington Cog Railway is back in service. The train made its first trip up the long mountain track Thursday *(8/8)* after being rebuilt by the Thompson Manufacturing Co. of Lancaster. The brand new cab was manned by veteran Cog employees Norman A. Koop, an engineer, and fireman Richard Tirrell. They were joined by a crew of five." *- Bennington (VT) Banner - Fri, Aug 9, 1968 - pg. 5*

Base Station Back on Track: "Nearly one year after its tragic accident, "Old No 3" train of the world-famed Mt. Washington Cog Railway was back in service yesterday *(8/8)*, making its first trip "up the Mount." It was Sept. 17 last year, that eight persons died and 75 others were injured when No. 3 derailed. The train itself was nearly demolished in the grim accident. *(Ed. note: Cab was broken, stack was bent along with one tie-road. It was put back on track and came down under its own compression and braking.)* During the past year, workmen from the Thomson Manufacturing Co. of Lancaster rebuilt the train rig, with the end result turning out to be a brand-new cab taking to the rails yesterday. It was manned by Norman A. Koop, engineer, and fireman Richard Tirrell. Both are veteran employees at "The Cog." Making the trip was a work crew; Pliney Granger Jr, chief maintenance supervisor, Boston & Maine Railroad; Lawrence Gooden of Twin Mountain, track manager, and his crew; and a newsman."

- Manchester (NH) Union Leader – Fri, Aug 9, 1968 pg. 4

Base Road Improvement Begins: "Clearing has begun on reconstruction of a mile and a half of the highway leading from route 302 to the Base Station of the Mt. Washington Cog Railway. The betterment project by the N.H. Dept. of Public Works and Highways will begin near the Bretton Woods Boy Singers Camp and continue to the Four-Corners (so-called), being the final project of improvement of the some six-mile road to the base. The project. To cost about $49,000, will be completed in the spring."

- Littleton Courier – Thu, Aug 8, 1968 pg. 1

August 13th

Cog History Talk: "Holding her listeners enthralled with descriptions of preparations for next year's Centennial, Mrs. Arthur S. Teague, president of the Mount Washington Cog Railway, informally addressed some 32 members of the Littleton Area Historical Society at the Community House Tuesday evening *(8/13)*. Mrs. Teague said the coaches of the cog trains are being scraped down to the original paint colors and refurbished in gay cream-yellow and red (circus colors) with filigree work around the windows and panels requiring the services of an artist. Mrs. Teague traced the history of the railroad from 1858 when the inventor, Sylvester Marsh of Chicago, Ill., and Littleton, began work on his patents and prepared a model, to 1859 when the Legislature granted him, humorously, "a charter to the moon," to 1866 when the railroad was completed as far as Jacob's Ladder, and to 1869 when it was completed. In August of that year the first of many distinguished visitors, President Ulysses S. Grant, his wife and their son, made the trip to the top of New England.

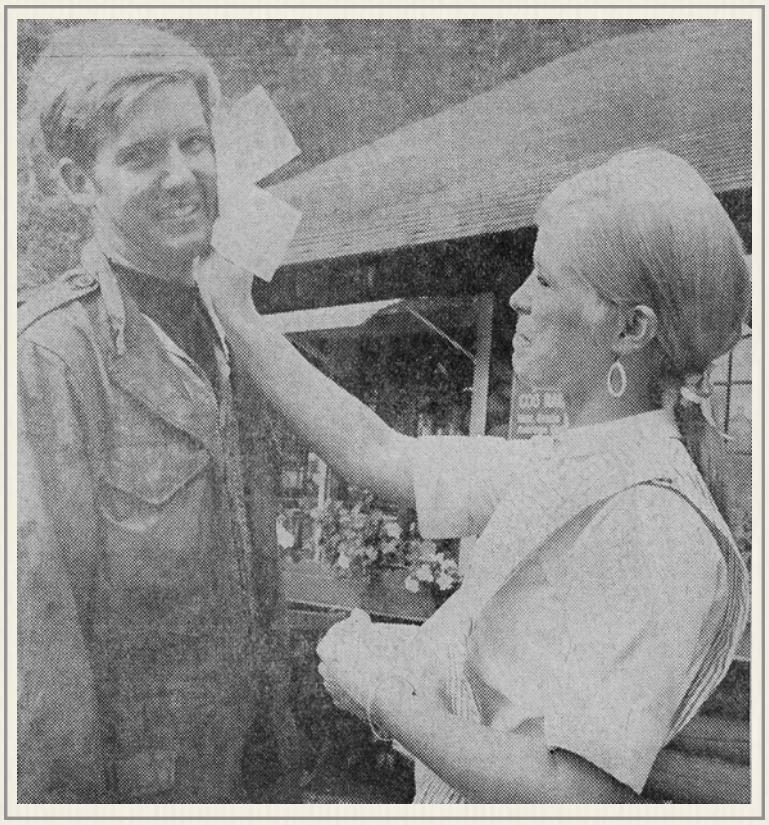
"Assisted by the superintendent of the road, Lionel Rodgers, Mrs. Teague described the rolling stock from the first engine, *Hero* (renamed *Peppersass* from its appearance) to *Waumbek* No. 9, a product of Manchester Locomotive Works. The passenger cars were made in Laconia and Concord and have been rebuilt several times with new steel undercarriages, etc. Crediting Walter Aiken with much of the early engineering success, Mrs. Teague paid tribute also to Rev. Guy Roberts who traced and found *Old Peppersass* through a variety of museums to return it to a permanent exhibit at the Base Station. She said that most mountain-climbing railways are not now of the coal burning, steam engine type but have converted to electricity.

"There remains one true steam cog railway in Wales, one in Switzerland and one at Pike's Peak, according to Mr. Rodgers, whose technical explanations were most appreciated by the men who were present. Mr. Rodgers claimed that in the 1869 Swiss engineers from Mt. Rigi came to New Hampshire to study the cog wheel design. Mr. Rodgers recounted the well-known fact that Mount Washington has the "worst weather in the world," a fact attested to on Jan. 8, 1968 when the temperature averaged 38 degrees below zero, with a 100 m.p.h. wind, for 24 hours. He said that between 10 and 11 a.m. on that day it was 46.4 below zero, with gusts of wind to 118 m.p.h., and that this probably is the most severe weather ever withstood by man, with the exception of certain periods in the Arctic region and at Mount McKinley."

- Littleton Courier – Thu, Aug 15, 1968 pg. 1

August 17th

Loyalty & Double Headers: Reporters Roy Kimball & Linnea Staples of the *New Hampshire Sunday News* craft a two-page profile on the Cog Railway: "In this age of rebellious dissent, the concept of "loyalty" seems sometimes in danger of becoming extinct. Here in the long shadows and majestic splendor of the northeast's highest mountain a hardy band of young men exemplifies by deed that there still is such a word in the English language. They are the work crews of the Cog Railway, still northern New England's major tourist attraction after a century of operation. These are the engineers, firemen, brakemen, switchmen and trackwalkers who keep the road running. Every summer thousands of visitors watch this band of sweaty soot-grimed college-agers living the very definition of the word "loyalty" as they perform their appointed tasks. As any railroad buff knows, a coal-burning engine is a world of grease and oil, cinders and hot hissing steam; great smudges of black acrid smoke. Not the environment for the dainty, the finicky, or those who would remain at all times hospital white.



Sharon Riff of Lancaster, N.H. helps engineer Bud Nye put a clean face in front of tourists. (1968)
- Roy Kimball photo / NH Sunday News

"Working around these hot and clamorous steel monsters all day long, seven days a week, is no soft touch. This is no white collar, sig-down-and-take-it-easy job. It takes 2,000 pounds of lumpy coal to push an engine on one trip up the mountain and all of it has be shoveled by hand, a chore at which the engineer and firemen alternate on successive trips. Switching, braking and track maintenance entail chores that are scarcely less arduous. Besides the quality of loyalty, a job on the cog railway also quickly develops maturity and a sense of responsibility. Train crewmen are imbued from the outset with the importance of guarding at all times the safety of their trains and passengers. Although there has been but one fatal passenger accident in 100 years, that was sufficient demonstration that operation of a mountain railroad involves risks and hazards of which the most lethal can be that bugaboo of all forms of public transportation, "human error."



Brakeman Charles Schroth of Princeton, N.J. munches happily on a sandwich at the Summit awaiting return trip to the Base Station. (1968)
- Roy Kimball photo / NH Sunday News

"Yet among these college "boys" who perform such man-sized assignments there are many who have been returning to the job every summer for three, five, seven and even 12 years. In order fully to describe their attachment, "loyalty" perhaps should be qualified by such terms as love and affection. Otherwise it will be perplexing to understand the motives that draw them back year after year. As one young Harvard engine-man put it, "for my part it was a sense of loyalty and affection first for the late Col. Arthur Teague and now to Mrs. Teague, widowed last year by the Colonel's tragic death." Mrs. Teague succeeded her husband as president of the railroad. Another who is studying to be a lawyer at a big mid-western university said quietly: 'It was love, love for this old mountain. Every year as early as January I get the urge to go back to the mountain." Mt. Washington is, of course, a charm which has lured thousands back to the region who are not employees of the railroad. It is a mecca for mountain climbers from all over America. And what do you imagine the young railroaders do in their rare off-duty moments? Mostly they are mountain as well as railroad buffs. When they are chugging up its craggy sides in the trains, they are climbing them on foot! There are a few who, in their first year on the mountain, do not get to know every inch of its rugged climbing trails. Romance, too, often flowers on the mountain for the railroad employs a number of college girls to help out with the office work and provide help for its motels, restaurant and souvenir counters.

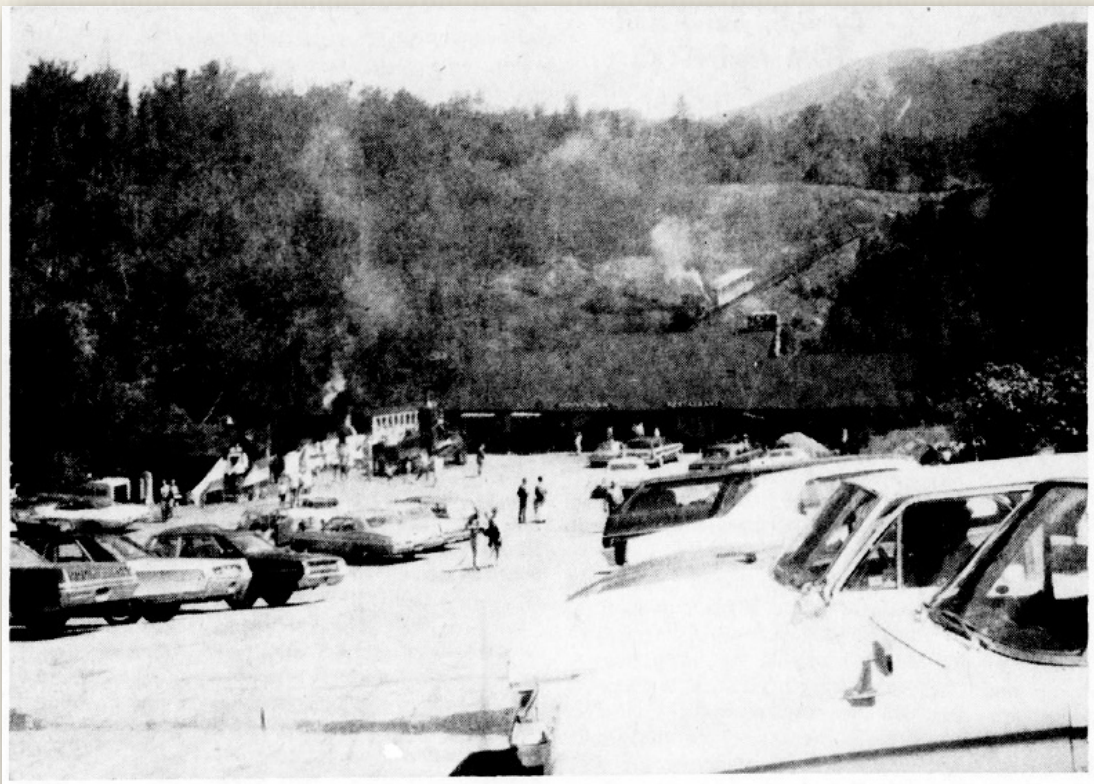
No Complaints

"Still it is hard for a lot of people to understand why the young men uncomplainingly put in a work day which often extends from seven a.m. until nine at night. Seldom does one request a day off. But even at the end of a tough day the crews, covered with grease, soot and cinders, can always manage a smile as they pose for tourists' cameras. Naturally they could be thinking of the money they are making to bring back to college with them in the fall. It is not unusual for a young railroader to have put away $1,500 or more for the summer's work, including lavish amounts of "overtime," and with his board and room having been furnished free by the railroad. Many a youngster has been able to put himself entirely through college with his summer's pay check. The record shows in recent years well over 50 colleges and graduate schools through the United States have been represented among the Cog Railway crews. This year among the more than 25 crewmen Harvard leads with a total of five undergraduates, University of New Hampshire has three, Dartmouth, Northeastern, University of Massachusetts, University of North Carolina, Jefferson Medical School of Philadelphia, Lyndon State Teachers College, Northeastern State of Louisiana, Stonehill College in Massachusetts, Eastern Baptist College in Pennsylvanian, Bentley school of Accounting, Juniata State College in Pennsylvania, University of Florida, and Brown University are also represented.

As you might expect, most of these hard-working serious-minded young men are ambitious enough to have their future careers already well mapped out. There is little doubt that they will attain distinguished successes in many walks of life as have their predecessors. There is little doubt, either, that never again in their lifetime careers will they get as tired and begrimed as they do here on the mountain, day after day. But whether or not they return here as visitors they will carry with them always the lessons of loyalty and love learned on the slopes of New Hampshire's most famous mountain."

More People Riding Cog

"Despite "21 rainy days in arrow in June" more people are riding the Cog Railway this year than ever, according to railway manager, Lionel Rodgers. "We're running double headers practically every trip, and have for the last month or more, good weather and bad," he reported Saturday *(8/17)*, adding that the new "early Bird Special" which runs at 8 a.m. and features special family rates is proving surprisingly popular. Meanwhile preparations are continuing for the 1969 Centennial celebration The major highlight will be the July 3, 1969 dinner for the benefit of the Mt. Washington Observatory, but numerous other events are also planned. A new engine now under construction especially for the Centennial is expected to be completed "on time," Rodgers said. Total figures on the 1968 passenger load to date were not readily available Saturday, the railway manager explained. A lightning bold three days earlier had knocked telephone connections from the Base Station, and he was speaking from the Summit House. "But Thursday was an example of how things have been going," Rodgers said. "We had 81 mile-per-hour winds on top, and yet we ran six double headers. That is, two trains to every trip. This means that more than 600 persons took the trip up in spite of the extremely high winds. Even the Early Bird Special was loaded, with 55 people aboard." This train leaves the Base for the Summit at 8 a.m. daily, and is aimed particularly at "giving big families a break." There are reduced rates for the second adult, and much smaller than usual fares for children up to age 16 instead of the conventional 12-year limit. The Early Bird Special began running July 1, and has run



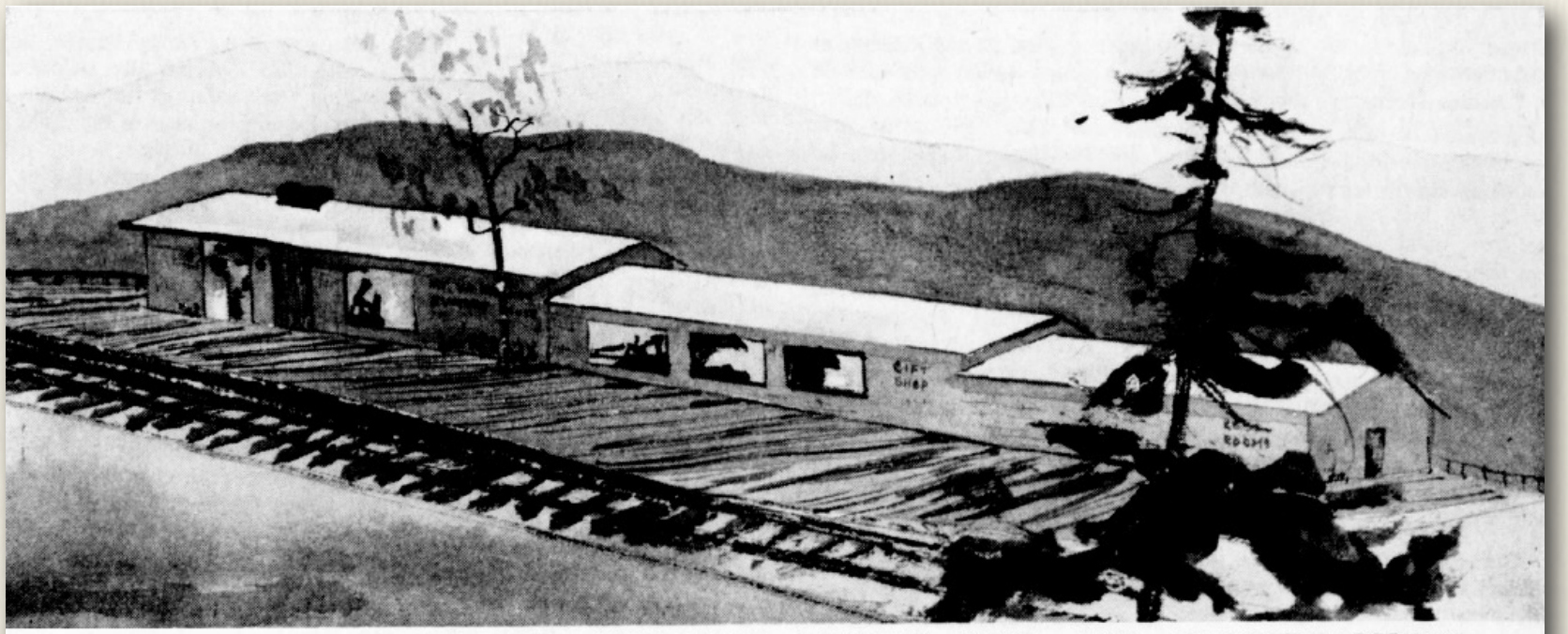
BUSINESS WAS BUSTLING AT THE MOUNT WASHTON COG RAILROAD AUG. 19 when this photo of activity at the Base Station was taken, showing one of the unique trains starting up the incline and another one loading passengers at the platform.

- Littleton Courier – Thu, Aug 29, 1968 pg. 1C

full almost every morning since.

"This, in itself," said Rodgers, "gives ample indication that taking a trip up the Cog Railway is a much-coveted vacation feature." Overnight visits at the Summit House are again possible, following completion of improvements and repairs. Here, hotel manager John Weber reported, business is also excellent. "We opened June 28, and we have had 450 overnight guests thus far. In addition, the snack bar is running full tilt from 8 a.m. to 7:30 p.m., while dinner is served at night in the dining room to overnight guests." Next summer will be a gala time, according to plans outlined recently by Mrs. Ellen Teague, president of the Cog Railway. The Observatory benefit dinner will be held at the Crawford House on July 3, 1969 commemorating the completion of the Cog Railway to the Summit exactly 100 years earlier on that date. Later next year the Newcomen Society, a worldwide organization dedicated to the steam engine, will hold its annual meeting in the area, and will honor the Cog Railway. A number of entertainment features will be provided, plus events throughout the summer season. In addition to construction of the new engine, eighth in the line, several old passenger cars are being restored to their original appearance. "Plus, however, all the modern safety devices and structural improvement available," Rodgers specified. Three "Laconia cars" built in the 1870s are being restored, with their original cream and red paint duplicated. Also, the Concord built cars constructed about 1900, will also be restored in time for the Centennial observance. A trip to the "Top" is still a highlight of any New Hampshire summer, as proved the continuing popularity of the historic Cog Railway."

- NH Sunday News - Sun, Aug 18, 1968 pgs. 25 & 32



SKETCH OF PROPOSED SUMMIT DEPOT FOR MT. WASHINGTON

August 22nd

New Summit Depot To Be Built: Reporter Linnea Staples writes "Plans for a privately owned Cog Railway Summit "depot" *(above)* begun by Col. Arthur S. Teague in 1966, a year before his death, will be "definitely carried out," now according to his widow, Mrs. Ellen Teague, who succeeded him as president and manager of the Mt. Washington Cog Railway. The structure, to be known as the "Col. Arthur S. Teague Memorial Building," will be located just below and to the northeast of the Summit House, Mrs. Teague said. She explained: "We definitely have decided to go ahead with the building. We have an 80 by 200-foot piece of land which lies below the Summit House and back of the Lizzie Bourne monument and bordering the tracks. This is where Art planned to put the building." Mrs. Teague did not comment on whether she will renew her Summit House leas with the State of New Hampshire. the Summit House has been managed down through the years by the Cog Railway as a summit station and tourist facility. The lease expires this fall. The state purchased the structure and other buildings along with 59 acres of land in March, 1964. State Parks Director Russell B. Tobey said yesterday that his department is prepared to renew the lease for a two-year period, subject to approval by Governor and Council. Commission Roger Crowley of the State Department of Resources and Economic Development said he would have no comment on Mrs. Teague's plans for a new, privately owned building. "We are awaiting the report of the Mt. Washington Advisory Committee, and recommendations as to how the summit of the mountain may be best developed and managed for the use of the thousands of visitors who come here. I have

no comment at this time," Crowley said. Mrs. Teague described the proposed building as being graduated in three sections to conform with the downgrade of the mountain. Provided will be a Cog Railway Station, snack bar and gift shop. A flat roof will serve not only to tie it in to the landscape but also to provide observation platforms. Mrs. Teague said, "Contributions from those who wish to take part in the memorial to Colonel Teague will be accepted gratefully. The names of donors will be inscribed on a plaque to be installed in the building." The architect, John Klopp, who assisted Colonel Teague in preliminary planning for the structure, is continuing with the project. The contractor will be Kenneth Curran of Littleton. Mrs. Teague said that as soon as plans have been completed, details on the building and its functions will be released."

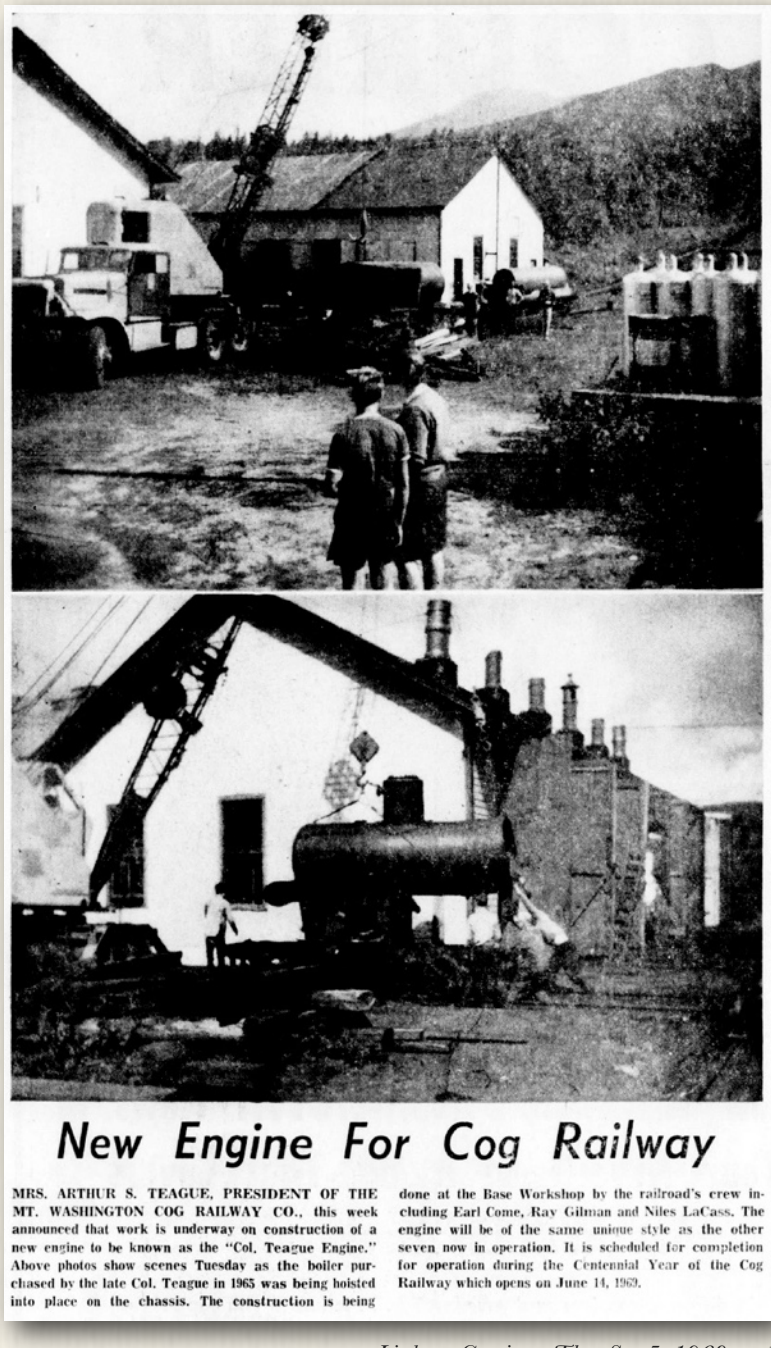
- Littleton Courier – Thu, Aug 22, 1968 pg. 1



BASE ROAD BEING IMPROVED

AS MANY AS 10 CURVES WILL BE ELIMINATED BY RECONSTRUCTION of 1½ miles of highway leading from Route 302 to the Base Station of the Mt. Washington Cog Railway. The betterment project by the N.H. Dept. of Public Works and Highways begins near the Bretton Woods Boy Singers camp and continues to the four-corners (so-called) being the final project of improvement of the some six miles to the Base. To be completed in the spring, the project will cost some $49,000.

- Littleton Courier – Thu, Aug 29, 1968 pg. 1



New Engine For Cog Railway

MRS. ARTHUR S. TEAGUE, PRESIDENT OF THE MT. WASHINGTON COG RAILWAY CO., this week announced that work is underway on construction of a new engine to be known as the "Col. Teague Engine." Above photos show scenes Tuesday as the boiler purchased by the late Col. Teague in 1965 was being hoisted into place on the chassis. The construction is being done at the Base Workshop by the railroad's crew including Earl Come, Ray Gilman and Niles LaCass. The engine will be of the same unique style as the other seven now in operation. It is scheduled for completion for operation during the Centennial Year of the Cog Railway which opens on June 14, 1969.

- Littleton Courier – Thu, Sep 5, 1968 pg. 1

August 31st

Deplorable Concession Conditions: Frank B. Merrick's Saturday column in the *Portsmouth Herald* pulls no punches: "Two recent visitors to Mount Washington's summit found upsetting conditions in the Summit House's food concession. Garbage, paper plates, napkins and cups littered the tables and floor. The day was a Thursday, and the crowd was such that not all tables were being used. Even so, condition were deplorable. The Summit House's importance as a mountaintop feature was made apparent when it was closed for health and safety reasons last year. After $28,000 worth of renovations by the state, the Summit House's renters (Marshfield, Inc., a subsidiary of the company that operates the cog railway) reopened it this year."

- Portsmouth (NH) Herald - Sat, Aug 31, 1968 pg. 4



September 1st

Biggest Day of Season: "The Mount Washington Cog Railroad had its biggest day of the season on Sunday *(9/1)* with nearly 800 passengers. The number was in the 700's on both Saturday and Monday, with double-headers busily chugging back and forth between the Base and the Summit throughout the holiday weekend. The Cog Railway season ends Oct. 13, Lionel Rodgers, general manager, reported this week."

- Littleton Courier – Thu, Sep 5, 1968 pg. 1

September 7th

Whitefield Masons on Top: "Nature was on its best behavior Saturday *(9/7)* as White Mountain Lodge F. and A.M. of Whitefield held a special session atop New England's highest peak, Mt. Washington, with 65 members attending. Carl Buswell, Claremont, grand master of the Grand Lodge, with his suite, exemplified the Master Mason degree with one candidate, Douglas McCaig of Lancaster. Hostess for the occasion was Mrs. Arthur S. Teague, president of the Mt. Washington Cog Railway Co. A buffet luncheon was served at noon. Sylvester Marsh, founder and builder of the railroad, was a Mason and next year, as the famous mountain attraction celebrates its Centennial Year, members of the Masonic lodge will assist Mrs. Teague in the observance."

- Littleton Courier – Thu, Sep 12, 1968 pg. 4

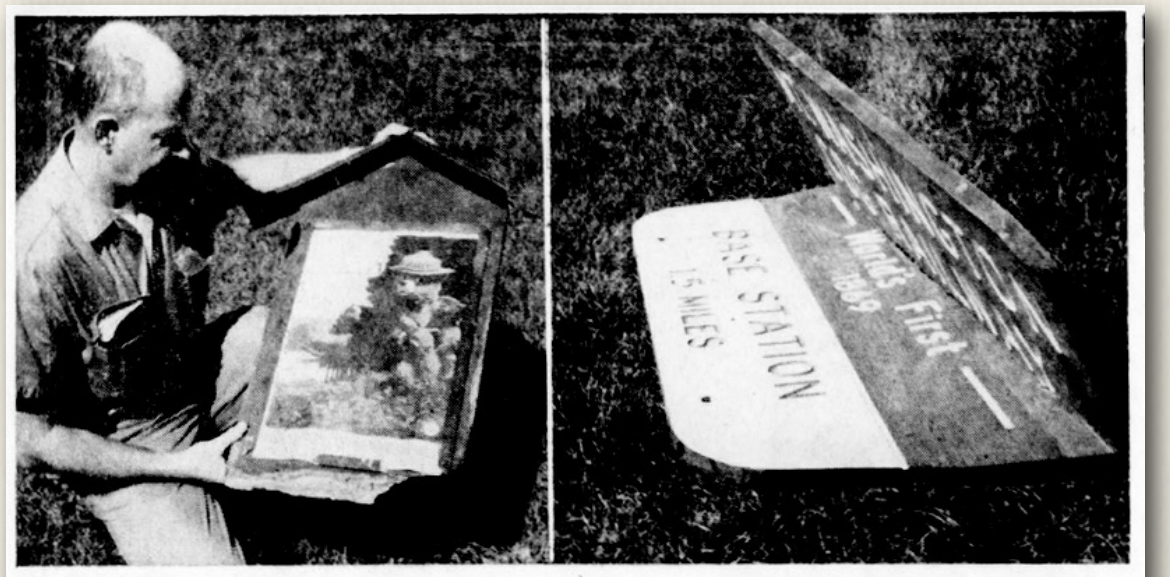
September 17th

First Accident Anniversary: "Mountain Musing: The day before yesterday *(9/17)* marked the first anniversary of a memorable occurrence that will not soon be forgotten by the staffs of the Littleton hospital – the train derailment on the Mt. Washington Cog Railway that sent 72 people to the institution for treatment before the night was over. The mountaintop tragedy claimed the lives of eight passengers at the scene of the crash. It was the first instance of a fatality affecting a paying passenger on the unique cog railroad in its 98-year history. The event of a year ago has failed to dim the image of the Mt. Washington Cog Railway as a premier attraction – it is enjoying another banner year and the management is busily preparing for a gala celebration come next season of the line's 100th Anniversary."

- Littleton Courier – Thu, Sep 19, 1968 pg. 4

September 26th

Sign Vandals: "Sign damage and theft are increasing at an alarming rate. The cost of repairing or replacing signs has become a significant item in the financial planning of many organizations. Seldom are we fortunate enough to apprehend the people who steal or damage signs, signs which have been installed to warn them curves, point out directions, tell them where they are, etc. Maybe they don't realize that the cost of replacing or repairing the signs comes out of their pocket in the form of taxes or price increases," Forest Ranger Richard MacNeill of the Ammonoosuc District, White Mountain National Forest, said this week." *- Littleton Courier – Thu, Sep 26, 1968 pg. 8B*

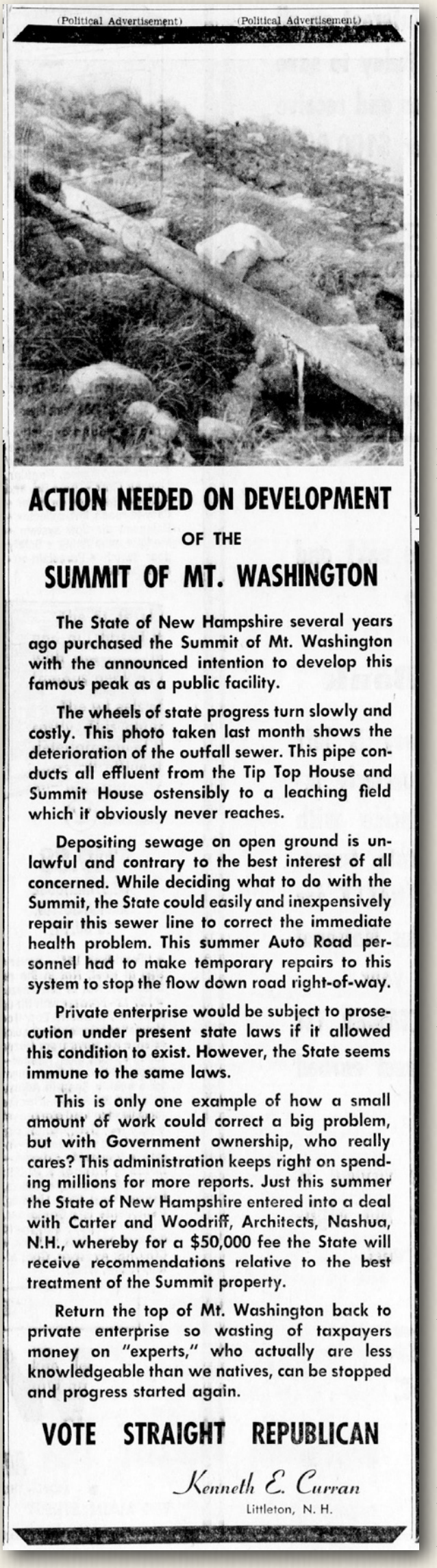


We Expect This — — But Not This

LEFT PHOTO SHOWS DISTRICT RANGER RICHARD MacNEILL holding a fire prevention sign which was erected on the Zealand Trail. Damage to the roof and edges of the sign was caused by porcupines. Photo at right shows the Mt. Washington Cog Railway sign which was erected near the four corners on the Base Station road. During the week of Sept. 8 vandals removed the sign from the mounting posts (laboriously taking out four large bolts) and bent it in the manner shown. This was no easy task since the sign is 4'x6' and is held together by two ⅝" steel rods running vertically through the sign. The Forest Service found it impossible to straighten it by hand.

October 6th

Foliage Trains & Snow Drifts: "Sunday *(10/6)* was bustling day for Mt. Washington Cog Railway, no less than 12 trains operating on the mountain run between 9:45 a.m. and the last one which left for the summit at 5 p.m. Snowdrifts of two to three feet in depth from below the treeline to the Summit of the mountain, together



(Political Advertisement) (Political Advertisement)

ACTION NEEDED ON DEVELOPMENT

OF THE

SUMMIT OF MT. WASHINGTON

The State of New Hampshire several years ago purchased the Summit of Mt. Washington with the announced intention to develop this famous peak as a public facility.

The wheels of state progress turn slowly and costly. This photo taken last month shows the deterioration of the outfall sewer. This pipe conducts all effluent from the Tip Top House and Summit House ostensibly to a leaching field which it obviously never reaches.

Depositing sewage on open ground is unlawful and contrary to the best interest of all concerned. While deciding what to do with the Summit, the State could easily and inexpensively repair this sewer line to correct the immediate health problem. This summer Auto Road personnel had to make temporary repairs to this system to stop the flow down road right-of-way.

Private enterprise would be subject to prosecution under present state laws if it allowed this condition to exist. However, the State seems immune to the same laws.

This is only one example of how a small amount of work could correct a big problem, but with Government ownership, who really cares? This administration keeps right on spending millions for more reports. Just this summer the State of New Hampshire entered into a deal with Carter and Woodriff, Architects, Nashua, N.H., whereby for a $50,000 fee the State will receive recommendations relative to the best treatment of the Summit property.

Return the top of Mt. Washington back to private enterprise so wasting of taxpayers money on "experts," who actually are less knowledgeable than we natives, can be stopped and progress started again.

VOTE STRAIGHT REPUBLICAN

Kenneth E. Curran

Littleton, N. H.

- Littleton Courier – Thu, Oct 31, 1968 pg. 7A

with high winds and low cloud cover, resulted in only two trains being operated on Saturday *(10/5)*, with some 500 people being disappointed as the nearly 100-year-old attraction was forced to hold up operations." *- Littleton Courier – Thu, Oct 10, 1968 pg. 6B*

October 10th

Centennial Dinner Date Set: "The Mt. Washington Cog Railway will observe its 100th Anniversary during 1969. A feature of the celebration will be a Centennial Dinner to be held on the evening of July 3 at the Crawford House. The capacity will be 400 and tickets will be $25 each (50 percent tax deductible), with all proceeds going to the Mt. Washington Observatory and museum. The Cog Railway has always been closely associated with the Mt. Washington Observatory (the outstanding mountaintop meteorological and research station in the nation) because of the interest of the late Col. Arthur S. Teague, president and general manager of the Cog Railway for 34 years. He was much interested in this establishment and the pioneers of the Observatory, and built the present Observatory building which is known as "the strongest frame building in the U.S." When workmen sank the rods into the concrete beds for the foundation of the Observatory structure, the late Col. Teague was quoted as saying, "If this building blows away, it will take a piece of the top of the mountain with it." The Mt. Washington Observatory is a private, non-profit organization with an annual budget of $40,000 that is supplemented by Federal contracts negotiated through the National Research Foundation. The present Observatory is the result of untiring efforts of Joseph B. Dodge, Robert S. Monahan, Col. Arthur S. Teague, Allen Smith, Dr. Howell and Dr. Edward Brooks of Harvard university."

- Littleton Courier – Thu, Oct 10, 1968 pg 1A

October 13th

Cog Closed: "The Mt. Washington Cog Railway closed Sunday, Oct. 13 for the 1968 season, and management is now concentrating on the 1969 summer period when the mountain railroad will observe its 100th Anniversary. Mrs. Ellen Teague said this summer's business was somewhat less than a year ago, due to 20 days of bad weather experienced early in the season. Excellent fall traffic contributed to a good season, however, with the last two weekends demanding 10 to 12 trains daily, carrying 500 or more foliage viewers to the Summit each day of the weekends. Good progress is reported on the construction at the Base workshop of a new engine which will be ready for next season. Next spring, work will continue on replacing the center cog rail, a project begun three years ago by the late Col. Arthur S. Teague. Mrs. Teague, her daughter, Jane, and Miss Margery Bargar, an employee of the Cog Railway operation for more than 20 years, will be at the Teague farm in Guildhall, Vt., until the middle of Nov."

- Littleton Courier – Thu, Oct 24, 1968 pg. 1

October 20th

Teague Peterson Donation: "Over 175 people attending a dinner session at Thayers hotel in Littleton Sunday *(10/20)* evening heard pleas by Republican leaders to use the final two weeks before Nov. 5 election in an all-out effort to elect a Republican team. The occasion was a Campaign Fund Dinner sponsored by the Profile Federated Republican Women's club of Littleton. It was an enthusiastic gathering

of candidates of all levels of government and Republican workers and supporters. In the first of several gifts presented by the Profile club to the various candidates, Mrs. Ward proffered a $50 check to Mr. Peterson to aid his campaign. He was also presented a personal check by Mrs. Ellen Teague of the Mt. Washington Cog Railway." - *Littleton Courier – Thu, Oct 24, 1968 pg. 8B*



October 24th

Executives' Cars Ad for Railway: The *Associated Press* reports "Vehicles driven by executives of the Mount Washington Cog Railway carry moving reminders of the attraction on their license plates. Mrs. Arthur S. Teague, president, has plates reading COG 1; those of Lionel Rogers, general manager, say COG 2; the company's carryall station wagon has COG R1, and bookkeeper Kenneth Randall's license is COG RR."

- Littleton Courier – Thu, Oct 24, 1968

Teague Engagement: "Mrs. Arthur S. Teague of Mt. Washington and Chestnut Hill, Pa., announces the engagement of her daughter, Miss Anne Tillman Teague, to Norman Apel Koop, son of Dr. and Mrs. Charles E. Koop of Narberth, Pa. Miss Teague, daughter also of the late Col. Teague, is a graduate of Stevens school and is attending Eastern Baptist college in St. Davids, Pa. Her fiancé, who was graduated from Stony Brook school in Long Island, is a senior at Eastern Baptist college. The wedding will take place Dec. 28 at the Church of St. Martin-in-the-Fields, Chestnut Hill, Pa."

- Littleton Courier – Thu, Oct 24, 1968 pg. 5

November 28th

Mt. Washington Summit Update Soon: "Mt. Washington Planning committee (appointed by Gov. King) Chairman Randall E. Spalding said today *(11/28)* that a formal progress report will be submitted to the governor within the next few weeks so that legislation may be drafted for consideration by the 1969 General Court. Expenditure of state funds in the amount of some $28,000 has been made during the last year for emergency repairs and renovations on Summit properties in order to discharge certain health and safety problems. They had to be of a "crash nature," Spalding commented. Additionally, the committee interceded with the U.S. Air Force to demolish two unsightly buildings just off the Summit which it had been abandoned after a research project.

With the immediate and urgent problems taken care of for the time being, the committee's attention has been focused upon the long-range aspects, and in this category Spalding observed, "Visitors complain that the top of this great mountain is no place for any form of urban clutter. We even hear the word 'disaster' and we shudder, but in all honesty we have to agree it seems appropriate. It is our job and New Hampshire's job to see that such derogatory statements are not justified." The veteran hotelman (Spalding) then continued: "Our architects, Carter and Woodruff, Nashua, and planning consultant, Daniel V. Kiley, agree that ideally there should be nothing more than a quite simple observation area at the absolute peak of the mountain, protected to a degree from the elements by the great boulder ramparts already there. Also retained would be the original Tip Top House, the only remaining structure of historical significance built in 1853. This conception, appealing as it is, is doubtless more than can be honestly hoped for. The facts of life dictate that there just has to be some structure on top. Our task is to keep it



Room 24 - Chuck Broadbent: *"In previous summers (1963-66) I was resident in Tip Top House. Only the manager, assistant manager, night watchman, chief cook and the women lived in the Summit House. Tip Top was closed in 1967 while I spent the summer in England. I heard that the governor visited the site and declared that he would not keep his dog in Tip Top House so the staff members were moved to the Summit House. The key (above) was for the room I occupied in my last summer (1968) when I worked as chief cook."*

- Chuck Broadbent Collection

to the absolute minimum. We have been shown a model and drawings of a new concept which represents a radical departure from the existing hodge-podge of mountaintop development, which just grew without any intelligent overall planning. It removes several buildings and relocates them just off the peak. The main structure would include a modern hotel to replace the Summit House and it would look over the rim down into Tuckerman Ravine with a sweeping view to the East and South. It and other structures would blend in with the mountain rather than deface it. Both the Railroad and the Auto Road would terminate here. Passengers would get to the absolute Summit via a tunnel which could be covered with rock, to avoid just the sort of clutter we've been talking about. Naturally the discharged passengers could walk over ground the comparatively few yards to the peak if they so choose. The tunnel would be served by some kind of specially designed powered conveyance." "The state's relationship here is most unique," Spalding concluded. "The mantle of landlord-ship sets uneasily on (the State's) brow. Precedent is being established. For example, one of its 'tenants,' Mt. Washington TV, has a lease running into the next century, the year 2010. To further complicate matters, this lease is with Dartmouth college which has retained a small slab of land just off the Summit. So far as our committee is concerned, we fully intend the state should be a sympathetic and understanding cooperator on the Summit. We are sure those enterprises with so much at stake on the top of that magnificent mountain will agree with us that we are all obligated to make decisions which will serve the best interests of all including already established private business. Included would be not only every last resident of New Hampshire, for each has a direct or indirect concern in the matter, but additionally the millions upon millions who will hike or ride to the summit in the years ahead for the unforgettable thrill of being at the absolute top of northeastern North America. The state will be derelict in its duty if it fails to provide the very best facilities and services possible up there consistent with safeguarding the well-being of a most unusual variety of interests. And, I must add, the greatest possible 'elbow room' must be offered in view of the fact that topside attendance almost certainly will be doubled in the next decade, possibly tripled or even quadrupled by the time a new century bows in. If this is not done, the committee believes that it may very well become necessary for some limitation to be placed on the number of visitors."

- Littleton Courier – Thu, Nov 28, 1968 pg. 1

December 7th

Mt. Washington Changing Jurisdiction: "Meldrim Thomson Jr. says he anticipates "ample legislative assistance in entering and passing" a bill aimed at switching jurisdiction over the Mt. Washington summit. It would take jurisdiction from the governor's Mt. Washington Planning Committee and the Parks Department and would place it in the hands of a special Mt. Washington Authority, the Orford, N.H. man added Saturday *(12/7)* night. Randall Spalding of Whitefield, chairman of the governor's planning committee, has said that architects and a planning consultant "agree that ideally there should be nothing more than a quite simple observation area at the absolute peak of the mountain, protected to a degree from the elements by the great boulder ramparts already there. Also retained would be the original Tip Top House, the only remaining structure of historical significance built in 1853. This conception, appealing as it, is doubtless more than can be honestly hoped for. The facts of life dictated that there just as to be some structure on top. Our task is to keep it to the absolute minimum." He added that a model and drawing of a new concept has been show and represents "a radical departure from the existing hodge-podge of mountain-top development, which just grew without any intelligent overall planning. "It removes several buildings and relocates them just off the peak. The main structure would include a modern hotel to replace the Summit House and it would look over the rim down into Tuckerman Ravine with a sweeping view of the east and south. It and other structures would blend in with the mountain rather than deface it. Both the (Cog) Railroad and the Auto Road would terminate here. Passengers would get to the absolute summit via a tunnel, which could be covered with rock, to avoid just the sort of clutter we've been talking about." *(Ed note: See Vol 1 Ch. 9 Sec. 2 for these plans)* Thomson said that the state "has far too much at stake to place the development and operation of this magnificent mountain summit in the hands of a governor's committee almost entirely lacking mountain expertise, or in an agency busy with numerous other state responsibilities. Thomson added that neither the railway nor the auto road are represented on the governor's committee." *- Nashua (N.H.) Telegraph - Mon, Dec 9, 1968 pg. 5*

December 12th

Bring Order to the Top: "Editorials of the Week: Anyone who has been to the Summit of New Hampshire's Mt. Washington must agree with the recommendations just made by the chairman of the Mt. Washington Planning committee to bring order out of chaos on the mountain top. The trip up, whether by foot, Cog Railroad or Auto Road is breathtaking spectacular and approximately 250,000 visitors made their way to the

top of the Granite State's 6,288-foot high mountain this year. If present estimates are correct, a half-million visitors will mount the heights annually by 1980. The sight which greets the traveler on the Summit, however, is anything but inspiring. The present collection of huts, towers and buildings is woefully out of place with their setting and detract from the magnificence of the mountaintop panorama reportedly causing one visitor to complain of the "urban clutter." The Mt. Washington Planning committee has recommended the relocation of some of the buildings off the peak and making those which must remain blend in with their surroundings. Most important, too, it recommends more space for walking and observing, and removal of the railroad and auto road terminal from the very peak. Unfortunately, neither the Cog Railway nor the Auto Road belong to the state and the question of state purchase has in the past created considerable controversy. Despite this, we feel the matter should be taken under consideration once again since it would seem essential for the state to exercise overall control over the Mt. Washington facility if there is to be a coordinated program of development to insure maximum touristic benefits while at the same time providing for the protection and preservation of this, the absolute top of northeastern North America. The formal Committee Report will be submitted to the governor within a few weeks so that legislation may be drafted for consideration by the 1969 General Court. We hope that their deliberations will result in action to improve and further develop New Hampshire's Mt. Washington." *- Carroll County Independent via Littleton Courier – Thu, Dec 12, 1968 pg 2C & 4C*



December 27th

Anne Teague and Norman Koop *(left)* are ***married***

- I Conquered My Mountain by Ellen Crawford Teague

Teague - Koop Wedding: *"*A wedding of local interest took place at St. Martin-in-the-Fields church in Chestnut Hill, Pa., on December 29 when Miss Anne Tillman Teague, daughter of Mrs. Arthur S. Teague and the late Col. Teague of Chestnut Hill and Mount Washington, became the bride of Norman Appel Koop. Mr. Koop is the son of Dr. and Mrs. Charles E. Koop of Narberth, Pa. The bride, who was given in marriage by her godfather, Gilbert Holt, of Haverford, Pa., wore a gown of white peau de soie with a bateau neckline. Pearl-trimmed Alencon lace was appliqued on the bodice and repeated on the skirt, which featured a chapel-length train. Her veil was a white Spanish mantilla and her bouquet was of daisies and stephanotis. Miss Frances Stratton Teague was maid of honor for her sister. Bridesmaids were Miss Elizabeth MacDonald, Miss Elizabeth Koop, sister of the bridgegroom; Mrs. Allen Koop, Miss Rebecca Morgan, Miss Patricia Todd Huggins, Miss Lenora Jean Lancey, Miss Joyce Freed and Miss Teresea Barden. The bridesmaids wore dresses of burgundy velvet with contrasting pink satin collars. Pink satin ribbons ending in a bow in the back marked the empire waistlines. They carried pink flowers. Miss Elizabeth McCall, daughter of Mr. and Mrs. S. Carter McCall, of Philadelphia, Pa., was flower girl, and Paul Sweeney, son of Mr. and Mrs. Richard Sweeney, of King of Prussia, Pa., was ring bearer. Allen Koop served as his brother's best an. Ushers were Timothy S. Bemis, Peter Conlow, Glen Carlisle Nye, Theodore Klenske, Thomas Baker, brother-in-law of the bridge; James Griffin Harris, Joseph McQuaid and Gordon Champion. A reception followed, at the home of the bridge, and the couple left on a wedding trip to Puerto Rico. They are now making their home in Narberth, Pa."

- Littleton Courier – Thu, Jan 23, 1969 pg. 5



1969

January 19th

Courier Coverage Awarded: "The continuing efforts of the staff of the *Courier* (Littleton, Lisbon, Whitefield editions) in good newspapering during the 1967-68 judging period were recognized by three awards presented during the 20th annual Winter Convention of the New England Press association held last weekend *(1/19-20)* at the Sheraton-Boston hotel. The presentation included a first-place award for Best News Story, a second-place Special Award for General Excellence, and an Honorable Mention for Community Service. *The Courier's* coverage of the tragedy involving the Mt. Washington Cog Railway won it the "Best News Story" first place and the General Excellence Special Award, along with The Courier's week-in and week-out coverage efforts." - *Littleton Courier – Thu, Jan 23, 1969 pg. 1B*

February

Camp Duncan severely ***damaged by snow***; caddy camp at the Maplewood Hotel, Bethlehem, becomes second "Camp Duncan" for the Bretton Woods Boys Choir

- *https://ead.dartmouth.edu/html/ml23.html*

February 13th

Mountain Authority Proposed: "Proposed legislation to create a nine-member Authority to have jurisdiction over the Summit of Mt. Washington has provided keen interest over the past few weeks. Presently the state-owned area is the direct concern of the State Division of Parks and the Mt. Washington Planning committee. An establishing the Mount Washington Authority would vest in a nine-member Authority (5 members appointed by the Governor and representatives from each of the private interests – Cog, Auto Rd, Observatory, TV) power to plan, develop, build, operate, maintain and lease recreational and scientific facilities on all lands held by it; establish and collect fees… cooperate with state and federal governments, and would be funded through the issuance of bonds, being self-liquidating. *(the language of the Act as proposed followed in newspaper)*

- Littleton Courier – Thu, Feb 13, 1969 pg. 2A

February 16th

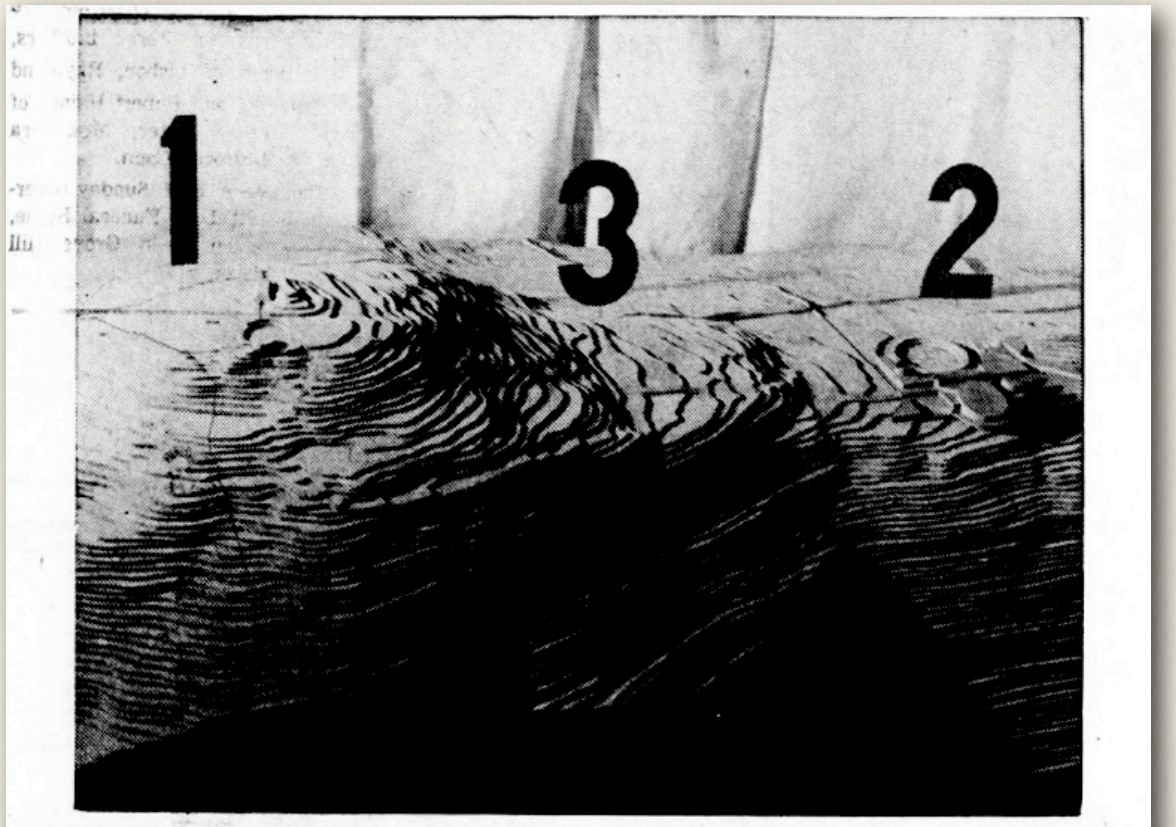
Four Summit Dwellers Concern: Reporter Linnea Staples: "Perhaps it is the vagaries, the extremes, the harsh unpredictability of massive old Mt. Washington's weather that has created the extraordinarily close-knit bond between these people... Or it may be the lifelong association with the mountain in all its moods... The fact they have each in turn met it on its own ground, been sometimes beaten by it and yet have dug in their heels and met it again... Or again, it may be these together with the undeniable spell cast by this granite-crowned peak over all those who respond to it, and its rugged character, its individuality. Whatever, it is, the summit community that exists high up here on the top of New England itself is unique. And the Mt. Washington Observatory itself – affectionately nicknamed the "Obs" – is as ruggedly individualist, as much in keeping with the character of "Agiochook,"[sp] as the Indians called the mountain, as are the other three enterprising summit dwellers. These are the Cog Railway, Carriage road and WMTW-TV. Few things could more dramatically illustrate the heart warming bond between the four than an announcement by Mrs. Ellen Teague, president of the Mt. Washington Cog Railway, concerning one of the major events to ge held this year. The year 1969 marks the 100th birthday of the courageous little railroad, and Mrs. Teague said: "We are dedicating the net proceeds from our Centennial dinner next July 3 to the Mt. Washington Observatory Museum. The Observatory is very near to the hearts of all of us who love and know this grand old mountain. To help bring to reality this long-cherished dream of an Observatory Museum will be a satisfying endeavor." She cites the "terrific record" compiled by the various crews who have occupied the Summit Quarters the year round since 1932, plus the previous "occupations" at various times by other meteorological groups dating back to 1852, as constituting every logical reason why there should be no further delays in establishing such a museum. Especially stressed by Mrs. Teague is the fact that the Observatory is a non-profit organization, supported by the dues of its more than 900 members from all over the United States. "The Obs exemplifies the ambitious type of undertaking that founded the United States," she declares. "The initiative and independence so true of it deserves to be perpetuated." Meanwhile the Obs staff, governing board and members have also centered their hopes upon desperately needed enlarged facilities for the... scientific observations and research that are increasing in scope with each passing year. The plans were set to go five years ago, but when the state assumed ownership of 49 acres of Summit property plans had to be held in abeyance. Since then, the Obs, along with its fellow mountain dwellers, has been sitting on the fence – a picket fence – awaiting the decision of the state regarding its future. The

state, in the person of the division of Parks, has a Mt. Washington Planning Committee working on it, headed by Randall E. Spaulding of Whitefield. None of the four summit companies is represented. Alan A. Smith, president of the Observatory, is optimistic regarding the state's plans to remove virtually everything except the Tip Top House from the top down to Bald Crag some distance below. Smith recently describe the state's plans, which also call for a tunnel from Home Stretch to the top thus: "This is an excellent idea for the long-range and we are working to specify the Observatory's requirements in terms of what instrumentation, observational staff and facilities must be on top to take advantage of that unique location for scientific observation." The Planning Committee and Parks Director Russell B. Tobey advocate quarters, and a terminal for the Cog Railway and Auto road. These latter would end at that point (Ball Crag). The observatory founders on the other hand – Joseph Dodge of Conway and Robert Monahan of Hanover – have raised grave questions and are supporting a bill sparked by Meldrim Thomson of Orford. This measure would set up a Mt. Washington Authority funded by a bond issue rather than tax appropriations as would be necessary under Parks development. At least two dozen House members are co-sponsoring the bill. Dr. Wallace Howell of Lexington, Mass., scientific director for the Observatory and immediate past president gives short shrift to the state's plans. "It would be impossible (to carry on the Observatory's work). The men must be on the Summit on a 24-hour basis if they are to properly tend and read the instruments." The work going on up here he stated, is "far too valuable to take any chances of endangering or hampering it." So next July 3 when the Cog Railway Centennial dinner takes place at the Crawford House, there will be a depth of meaning to it far beyond that of any other 100th anniversary; it will make another step in history. And dominating the scene will be the knowledge of that close association (between the railroad and Observatory) that goes far beyond mere neighborliness to included even survival itself."

- Manchester (NH) Union Leader/Sunday News – Sun, Feb 16, 1969 pg. 25 & 31

February 20th

3-Phase Development Proposed: "A proposal for immediate development of the state-owned Summit of Mt. Washington was presented at Concord Thursday *(2/20)* to the Mt. Washington Study committee and representatives of private interests on the summit. Planning consultants Carter and Woodruff of Nashua and Daniel Kiley of Charlotte, Vt., presented a three-phase proposal which would first develop the Summit, but later establish terminal points for the Cog Railway and Auto Road 1,200 feet below it on Homestead Flat, affording summit access by an enclosed mechanical conveyor. The first phase, to cost an estimated $2 million, has been endorsed by the study committee – which was appointed by former Gov. John W. King – and the Department of Resources and Economic Development. In the first phase, the consultants envisioned the construction of a new summit shelter, replacing the existing Summit House, to house toilets, refreshments and shelter facilities and retention of the Tip Top House as a museum. Phase Two calls for the development of Homestead Flat on Bald Crag below the Summit into a staging area containing a main visitors center with commercial, interpretive and other public services – a point before visitors ascend the Summit. The Auto Road and Cog Railway would terminate there. Phase Three calls for the construction of a mechanical tube (the type to be determined) to take visitors on the short ascent



THE FUTURE, THREE-STAGE DEVELOPMENT OF THE MT. WASHINGTON SUMMIT AREA as proposed on a model by planning consultants Carter and Woodruff and Daniel Kiley for the Mt. Washington planning committee and the N.H. Division of Parks. Stage One: Erection of a new summit shelter, replacing the existing Summit House, development of the area to preserve its esthetic values, and restoration of the Tip Top House as a museum. Stage Two: Development on Homestead Flat of a visitors' center with commercial, interpretive and other public services—a staging point before the summit ascent, and ultimately the terminal for the Cog Railway and Auto Road. Stage Three: A mechanical conveyor would transport visitors to the summit shelter.

- Littleton Courier - Thu, Feb 27, 1969 pg. 4A



MINIATURE MOUNT: WILLIAM RIENECKE, A VERMONT LANDSCAPE ARCHITECT, is shown with a table model of the Mt. Washington Summit with the proposed three-stage construction at the peak.

- Littleton Courier - Thu, Feb 27, 1969 pg. 1

to the Summit. Commissioner Roger J Crowley of DRED emphasized that he has approved only the first phase, and that the state is not considering the acquisition of either the Carriage Road, the Cog Railway or the TV station. Crowley said there were many legal problems involved in the project and that he will shortly ask the Governor and Council for authority to determine boundaries of the private corporations and their vested interests. "I see no reason," he said, "why agreements cannot be made with the state so that the Auto Road and Cog Railway can continue to operate privately." Opposition to the overall plan was voiced by representatives of the Cog Railway, the Auto Road, the U.S. Weather Observatory and Mt. Washington TV (Channel 8), some of whom felt that development of Phase One as it was proposed would almost automatically mean development of the other two phases. Committee Chairman Randall Spalding of Whitefield and Crowley assured them that the first stage was not tied to an "unalterable plan" for development of other stages. Spalding stressed that the committee had approved Phase One only and that the other stages had been recommended by the consultants as part of an overall development plan. The consultants stated that since a 1956 study established that 150,000 persons annual visit the Summit, an analysis in 1966 showed that 244,000 summer visitors spent about 353,000 "people nights" in New Hampshire hostelries, almost half of them within 15 miles of the mountain. The economic gain of the White Mountains Region was the principal reason for considering development of the Summit, according to John Carter of the Nashua consulting firm. The area, he added, should be considered as a whole for the best interests of both state and commercial operations. Douglas Philbrook of the Auto Road, stating that this "entire concept may not be in line with the thinking of private interests," said later "some fundamental concepts of the plan are all wrong. Tourists want to see the kind of activity that is up there now. They find a fascination in the structures, the unique transportation facilities, the unique type of observatory, and the odd railroad operating to the Summit, and the road." Members of the Study committee met in the afternoon with representatives of private interests operating on the Summit to discuss and attempt to resolve difference over details of all three phases. The meeting, attended by about 45 persons, was held in the N.H. Highway hotel."

- Littleton Courier – Thu, Feb 27, 1969 pg. 1 & 4A

February 25th

Curran Commentary on 3-Phase Plan: "*Courier* Mailbag – letter dated Feb 25, 1969: Dear Editor: After returning from the day-long meeting of the Mt. Washington Planning committee at the Highway hotel in Concord last Thursday I delivered to you my copy of the five-page report submitted at that time by Carter and . As you know, the Nashua architectural firm was retained by the State of New Hampshire to prepared plans and make recommendations for development of the summit property. The first speaker was Randall Spalding who had a lot to say in defense of himself and his committee's actions, and lack of action, over the past two or more years. He was very critical of treatment by newspapers. He said at no time had the committee activities been kept secret and no one had been told he would be denied entrance to the Concord meeting. He also stated that he did not threaten to take the Carriage Road and the Cog Railroad by eminent domain proceedings when he met at Lancaster with Governor Peterson a month ago (January 24, 1969). What he said, he explained was that if no other way existed, eminent domain could assure state ownership of the only access to the Summit. When I asked him, "Why do you now recommend building ¼ mile off the Summit, but in 1967 your committee

would consider nothing except to be situated on the very top of the mountain?" He replied, "You will recall that my committee recommended to the governor the acceptance of your offer as relates to the one year's postponement of decision." The dormitory building, which I attempted to sell to the state for $1.00, part of what taxpayers paid $4 ½ million for, continues to be a touchy subject. Randall answered exactly right when he told about cash bond and offer to allow the state to wait one full year to give officials more time to make decisions. John Carter talked on and on about the new concept of what the Summit should be like – nothing on top of the mountain, no buildings, TV, Observatory, or road or railway. He said automobiles are not natural to the Summit and should be barred from the state's property. He talked in some detail about tourists wishing to look up and what they wanted to see. He explained this is the reason he designed the amphitheater bowl for optimum enjoyment by visitors. At this point Joe Dodge could control himself no longer was the first "guest" to interrupt and make comments. Joe swore, spit and shouted, "You (#&$%) fool, you cannot tear down TV, Observatory and all buildings. Your hole in the ground will only act as a snow catcher." Joe said Carter was wrong when he said people do not want to see buildings on top. Joe said Observatory is in good repair, only the tower needs attention. Carter said Yankee building is in very good repair. Joe said it is no good, you can throw a cat through it. Joe is right.

Roger Crowley, commissioner of the Department of Resources and Economic Development, then took the floor to say, "I am a Navy man and I know nothing about Mt. Washington. I am no expert on Mt. Washington, but I see no reason why the plans cannot be advantageous to the commercial facilities." He stated that he believed Carter and Woodruff have done a fine job and he accepted the architect's concept. He also stated that he has recommended that Phase I be included in the budget. I can report only a few other minor interesting remarks, such as when I addressed Carter in response to his statement that autos, are not natural to the Summit, I said, "You are not natural to the Summit." Then I asked Russell Tobey what right the state had to hire Carter, for a fee of $50,000, as an expert on Mt. Washington when he is not qualified. Tobey said, "He has to learn sometime." He also said I should feel less concerned because the Federal Government pays for one-half this fee. When I asked how Tobey intends to "furnish suitable sewerage treatment and water supply" he replied, "Mr. Carter can best answer this subject." Carter then explained about tentative plans calling for about $50,000 for sewerage and $150,000 to drill a well. I challenged the quality of water saying, "Will your well be an oil well or a water well?" We were told that with modern technology oily water can be purified, but he recommended about $300000 to pump water from the Base. Stupid government employees in the past have by accident pumped thousands of gallons of fuel oil down two wells now at the Summit. All people present, over 40 I would guess, were divided into two groups. The consultants (Carter and Woodruff and Dan Kiley's site planners) and the committee are all for removing everything off the summit, spending up to $15,000,000 they have no idea of how to earn. Private enterprise, represented by Carriage Road, Railroad, TV, Observatory and the writer, say that over our dead bodies the state will be allowed to ruin the Summit. Allan Smith, president of Observatory would build and building with tower of 360 degrees exposure, etc. Carter, when asked where the men who operate the Observatory would live, answered, they could commute from living quarters farther down the mountain. All that could be gotten out of Carter was, "A very small building with no sleeping facilities, on an European Mountain hut idea, would be allowed at the Summit." Total cost to the taxpayer "might come nearer $15,000,000 before completion." Very truly yours, Kenneth E. Curran – President, Kenneth E. Curran, Inc.

- Littleton Courier – Thu, Feb 27, 1969 pg. 4B

February 27th

Mt. Washington Battle Begin: " "The battle of Mt. Washington formally joined last week when the 19-member Mt. Washington Planning committee presented its plans for the future of the Summit. Under the three-stage plan, the actual Summit would be cleared of some buildings to afford a better tourist view, and a central terminal complex would be constructed 1,200 feet away from and 200 feet below the Summit. Private interests are upset at the $9 million plan, and lively legislative controversy is expected."

- Littleton Courier – Thu, Feb 27, 1969 pg. 4C

March 10th

Summit Plan Hearing: "About 80 people were on hand Monday *(3/10)* evening for a public meeting when a proposed plan for the development of the Summit of Mt. Washington was discussed. The session was sponsored by the Coös County Rural Areas Development committee. Randall E. Spalding of Whitefield, chairman of the Mt. Washington Study committee that proposes development of the state-owned Summit, was intro-

duced by Mark Sweeney Coös County RAD committee. Mr. Spalding said the meeting was held to offer first-hand information on the plan as developed over the past three years. He declared "much misinformation has been disseminated." He cited "deplorable conditions at the Summit" that have caused concern for a number of years. He declared that allegations that the present study committee advocates taking over the Carriage Road, Cog Railroad, Television station, Observatory, etc., were completely false. "I think the committee deserves a vote of appreciation for faithful service," he continued. With the use of slides and models, John Carter of Carter-Woodruff architect firm of Nashua, gave a detailed description of the proposed development which would be carried out in three phases. It was reported that the State Parks Div. will request state matching funds in the present Legislature for the first phase, the cost of which was estimated to be $2,400,000 for work at the Summit. The sum of $10 million was estimated for total cost, the second stage to include the main facility at the Bald Crag site below the Summit, and tube transportation installation from there to the Summit in the third stage, both of these latter phases being in the future.



LEFT PHOTO SHOWS A PUBLIC MEETING UNDERWAY IN THE AUDITORIUM OF WHITE MOUNTAINS REGIONAL HIGH SCHOOL Monday evening when the plan of the Mt. Washington Study committee for the Summit was discussed. In second photo, Randall E. Spalding of Whitefield, chairman of the Study committee, points out the highlights of model displays to Lawrence Philbrook, Shelburne Inn proprietor (left), and Governor's Councilor Stephen Smith of Plymouth. Mr. Philbrook is a past chairman of the Coos county RAD committee which sponsored the meeting. Members of the panel seen in last picture include (left to right): Jack Sargent of Lancaster, Coos county forester and executive secretary of the board; William Carpenter representing the N.H. Dept. of Public Works and Highways; Stanley Judge, manager of the Wildcat Mt. development in Pinkham Notch; Mr. Philbrook; Malcolm Thomas, landscape architect of the N.H. Division of Parks; John Carter and Bliss Woodruff of the architectural firm of Carter and Woodruff of Nashua; Mr. Spalding, and, at the microphone, Mark Sweeney of Jefferson, chairman of the RAD committee.

It is expected that the Federal Bureau of Outdoor Recreation will participate with 50 percent financing for much of the cost. It was pointed out that the committee is desirous of carrying out proposals developed by two governors' committees and a great amount of effort in analyzing the mountain. The aim is to clear the mountaintop of man-made obstacles to permit unobtrusive enjoyment of the scenic surroundings and provide for extended development for recreational and scientific purposes. The Cog Railroad and Auto Road would continue to operate as at present with a new terminal site at the Bald Crag location. During a question period, Douglas Philbrook, manager of the Auto Road, declared that tourists do not wish to be serviced other than at the Summit where he declared there is ample room to provide for all needs "at vastly small investment." Kenney E. Curran of Littleton, representing the Cog Railroad interests, declared that in his opinion private enterprise for 100 years "has done a tremendous job and in the future can do a better job than the state." Mr. Spalding replied that the committee is not adamant, but rather very flexible. He said it doesn't believe there is sufficient room on the Summit and was critical of conditions that existed there under private ownership. Mr. Curran retorted that undesirable conditions have existed under state operation.

It was noted that such possibilities as helicopter and monorail service up Mt. Washington might well be considered in the future of the attraction. What is needed "is a long-range plan and to get something started on a permanent basis to restore the Summit to the most natural condition possible while providing for complete enjoyment of all aspects of the area."

- Littleton Courier – Thu, Mar 13, 1969 pg. 1 & 2

March 13th

MacLeod on Summit Controversy: ""The current discussion of the pros and cons of how best to operate the state-owned Summit of Mt. Washington, has more than passing interest for a man who headed the successful Cannon Mt. Aerial Tramway commission which started the Franconia Notch mountain ride on its spectacular career more than 30 years ago. James C. MacLeod, now in his 92nd year, this week recalled how a Tramway commission, headed by the late Rudolph Holly of Littleton in 1935, ceased to function when federal funds under the New Deal failed to materialize to finance the project. The proposal was re-entered in 1937 Legislature and finally approval was given for a $250,000 bond issue Mr. MacLeod was appointed chairman of the

commission which guided the program of construction which led to opening of the Tramway in 1938. Mr. MacLeod retired in 1963 after more than 60 years in business on Main St. in Littleton. While only a casual observer on the scene as the present discussion relative to State Parks vs. Mt. Washington Authority operation of the Summit continues, Mr. MacLeod commented this week that in any eventuality it would be, in his opinion, regrettable if the unique Cog Railroad were replaced by a more modern up-mountain conveyance. He is convinced that the Cog Railroad is largely responsible for the thousands of people attracted to Mt. Washington each summer."

- Littleton Courier – Thu, Mar 13, 1969 pg. 1 & 2

March 27th

Two-Way Cog Radios: " The Mt. Washington Railway Co. has applied for a license from the Federal Communications Commission to operate a two-way mobile radio system. The radio system will enable railroad personnel to communicate with trains as they descend 6,288-foot Mt. Washington. According to Lionel M. Rodgers, the railroad's general manager, the radio equipment will be furnished by Kaar Electronics Corp., a member of the Canadian Marconi Co. Group, and is scheduled to be installed this spring. He said that the railroad has applied for authority to transmit on 151.925 MHz (megahertz, formerly known as megacycles) and to use FM." *- Littleton Courier – Thu, Mar 27, 1969 pg. 3*

March 30th

Crucial Week in Summit Progress: Reporter Linnea Staples: "This is a crucial week for Mt. Washington, with the Summit development issue in for a thorough hashing over in two separate sessions. The White Mountain Region Association will hold a special meeting Monday (3.31) evening in North Conway, to present the pros and cons of two plans – one by the state and the other by the Legislature. And the following forenoon, Tuesday (4.1), a House hearing is due on the Mt. Washington Authority Bill. John P. Wilson, executive secretary of the WMRA, said that the North Conway meeting will open at 7:30 p.m. at the John fuller School. Presenting the state's proposal will be Randall Spalding of Whitefield, chairman of the Mt. Washington Planning Committee, and either State Parks Director Russell B. Tobey or Parks Supervisor Howard Berry. The Mt. Washington Authority Plan will be described by Rep. Malcolm Stevenson of Bethlehem, one of the 21 sponsors of the bill, and atty. Jack Middleton of the Mt. Washington Cog Railway, who will represent the four private mountaintop interests. Wilson said, "We feel it is in the best interests of the state if both sides of the question are brought out into the open at the same time and thoroughly explained." HB 429... would create a nine-man authority responsible for the development and administration of New Hampshire's famed Summit, removing it from the State Division of Parks and the Mt. Washington Planning Committee. It would be funded by a $500,000 bond issue. Meanwhile the state plan calls for an appropriation of $2.4 million in the budget of the Department of Resources and Economic Development."

- (Manchester) New Hampshire Sunday News – Sun, Mar 30, 1969 pg. 3 & 5

March 31st

Two Summit Proposals in Conway: "Two known alternatives for the development and administration of Mt. Washington: the recommendations of the Mt. Washington Planning committee and the Authority Proposal, will be discussed at an informational meeting at the John Fuller school, North Conway, Monday, Mar. 31 at 7:30pm. The meeting is sponsored by the White Mountains Region association and President Francis P. Edes of Woodsville will moderate. The public is being urged to attend this meeting to achieve a better understanding of the proposals concerning the development of the North Country's most unique asset."

- Littleton Courier – Thu, Mar 27, 1969 pg. 8B

Two proposals for the development of the state-owned Summit of Mt. Washington were discussed at a White Mountain Regions Association sponsored meeting held in North Conway Monday *(3/31)* evening. The proposal of the Mt. Washington Study committee was presented by Chmn. Randall E. Spalding and Malcolm Thomas, landscape architect of the N.H. Parks Division. Discussing the proposed Mt. Washington Authority was Rep Malcolm Stevenson of Bethlehem, one of the bill's sponsors, and Alan Smith, president of the Mt. Washington Observatory.

Not "the Bad Guys"

A letter was read from Roger Crowley, commissioner of the NH Division of Resources and Economic Development, in which he expressed his opposition to the Authority bill. This week Alan Smith of the Observa-

tory released a statement on behalf of the Summit Group at a press conference held in Concord: "We have tried to marshal our facts and opinions so we could give you our side of the story concerning the development of the Summit of Mt. Washington. We say "outside" because we do believe we have a story to tell, a story that has been somewhat abused in some segments of the press. And I would like to say at this point that we strenuously object to the attempts of some to cast us as the bad guys in this matter simply because we represent private interests. The four of us who make up this Summit Group are the Mt. Washington Railway Co., the Mt. Washington Summit Road Co., WMTW-TV, and Mt. Washington Observatory. I happen to be president of the Observatory but in this capacity, I speak for all four Summit interests. Although we are private, we are as much or more concerned with service to the general public than others involved in the development of Mt. Washington. Indeed, because we are private, our future on Mt. Washington depends solely on how well we provide the service. Accordingly, we take strong exception to attempts to portray us as greedy profiteers who have desecrated the mountain summit. I believe past records of Mt. Washington demonstrated that we have performed our various roles as well as humanly possible and that we have, from time to time, extended our services and our personnel to assist the general public when in trouble—often at considerable risk to life and limb. At the outset I would like to state —loud and clear—that the Summit Group shares with state officials the same general desire to improve the Summit of Mt. Washington. We all agree the Summit is in need of major renovation and we stand ready and willing to help. However, we disagree with the plans advanced by the State Parks Division on just how this improvement ought to be accomplished. Frankly, we believe the state's plan as originally presented is unrealistic and impractical. Moreover, if carried out as presented, it would be waste of taxpayers' money and still would not fulfill the needs or wants of the vast majority of visitors who come to the mountain every year.

With our years of experience on Mt. Washington – in the aggregate we have been on the Summit for more than 250 years compared to the state's five – we believe we know what brings people to the Summit and we feel we know what they want to see once they get there. We are not so sure that the state's so-called conceptual plan has been drawn up by men, capable though they are, who share our knowledge and experience with the Summit visitor. In the early stages of their planning, state officials paid little attention to our opinions on redeveloping the mountain summit. Only recently have they sought our advice as to details. In all fairness to the state planners, there have been indications they are now interested in our views and that they intend to modify their original plans. We can only hope they are sincere in this intention.

We do not take this position lightly and we do not do so now for the purpose of upsetting apple carts. But after lengthy discussions among ourselves, we have concluded we cannot sit back and remain silent while the State of New Hampshire spends public funds foolishly. To clarify our points of disagreement with the state's original plans – and this is difficult because of the vagueness and complete lack of specific details – we list here some of the major points:

We strongly disagree with the state's original plan to build only a limited structure at the actual Summit. This appears to us to be little more than planned obsolescence, designed to hasten the need for construction of Phases Two and Three.

We believe the state's Phase Two, which calls for a multi-million-dollar structure on Ball Crag, is totally unrealistic. Ball Crag is located some 1,200 feet from the Summit and some 300 feet down the mountain. That quarter of a mile from Ball Crag to the Summit has been called, by expert mountaineers, "the worst quarter mile on earth." Those who are intimately familiar with Mt. Washington in all her many moods, will readily agree. Because of the relative flatness in the are of Homestretch Flat, and the frequent "white-outs" when clouds or fog descends over the Summit, this final quarter of a mile can be truly fatal.

The state's original plan indicates some awareness of this problem because Phase Three calls for a multi-million-dollar underground tube for a mechanical conveyance to transport people from Ball Crag to the Summit. Again, we find this utterly ridiculous and a complete waste of public funds.

It has been our experience that the vast majority of people coming to Mt. Washington by foot or rail or carriage road want to come to the actual Summit and not to some false summit a quarter of a mile away, chosen by planners because of convenience of development. For these reasons, we would argue strongly for a completely new building at the actual Summit of the mountain, large enough to provide the facilities needed for the visiting

public. The building need not be elaborate or ornate. People do not expect such accommodations on a mountain summit. But it should be warm, clean and comfortable, with sufficient space for displays of mountain lore, an observation deck, a snack bar and hikers' pack room. We are convinced there is more than enough space on the actual Summit for such a building that will provide all of the necessary facilities for years to come. The state planners talk of vast growth in numbers of people coming to the Summit. However, it should be pointed out that the natural limitations of the Cog Railway and the Carriage road will serve to preclude such phenomenal growth. We see no pressing need for overnight accommodations for the general public on the summit, either now or in the foreseeable future. It is no secret that the present Summit House has historically lost money in public accommodations. As a further example of our objection tot eh state's plan, the original proposal to construct an open amphitheater – called by some "a bear pit" is totally impractical. It would serve only to collect snow for most of the year and by the time it was built, it would hardly resemble the sought-after natural state of the mountaintop. In lieu of the "bear pit" we would suggest that attention be focused on the precise location of the true Summit and that this area be restored and rustically landscaped for visitors to see first-hand the "very top of New England."

Since the state plans to demolish the present observatory building, we recommend that a new observatory be built as a part of the new Summit building. The new observatory ought to include ample space for the public to visit and see for themselves how men record the worst weather in the world. Additionally, the new observatory should have an elevated tower with an observation deck offering a 360-degree view for both scientific purposes as well as public viewing. From our experience, such an observatory would be one of the most popular attractions on the Summit.

It must be remembered that Mt. Washington's weather bears no similarity to the weather in Concord or Nashua or, for that matter, any other place in the United States. Therefore, any planning for the much-needed redevelopment of Mt. Washington's Summit ought to call upon men who know the mountain and the people who come there. For these reasons we strenuously oppose the initial plans for the State Parks Division for Mt. Washington. In recent weeks they have indicated they are willing to take a second look at their planning. We heartily encourage this and hope it will continue. At this time, we also would like to endorse the concepts of the Mt. Washington Authority bill now before the Legislature, believing as we do that those who know the mountain best ought to be part of the planning for redevelopment and the administration of the mountain summit after redevelopment."

- Littleton Courier – Thu, Apr 3, 1969 pg. 1 & 5A

April 1st

Summit Bill Wins Backing: Reporter Jay Hanlon: "Some two dozen persons testified for about two hours yesterday *(4/1)* before the House Appropriations Committee on a bill providing for a nine-member authority to plan, develop and operate the



Spring Skiing On Mt. Washington Base Road

SKI-TOURING IN APRIL UP THE MT. WASHINGTON ACCESS ROAD TO THE BASE STATION is a group of skiers from Burlington, Vt. The trail has been packed down by snowmobile tracks, which generally assist cross-country skiing. In the background is the Summit of Mt. Washington and the Ammonoosuc Ravine. The Cog Railway this year will celebrate its 100th Anniversary. (Photo by John P. Wilson)

- Littleton Courier - Thu, Apr 10 pg. 8C

state-owned summit of Mt. Washington. All but a handful of the speakers favored the measure, HB 429, including spokesmen for the four private interests now on the summit. Opposition was voiced by a spokesman for Governor Walter R. Peterson and by Commissioner Roger J. Crowley Jr. of the state's Department of Resources and economic development. Several others voiced brief objections. Spokesmen for the Summit Group *(Cog, Obs, Auto Road & WMTW-TV)* reaffirmed their support again as they argued for the legislation which would, they said, give them some voice on the planning, development and operation of the summit. The most outspoken of the supporters and most critical of the summit plans of the State... was Atty. Edward Reichert of Gorham, a member of the board of directors of the 100-year old auto road company. Reichert said "over the years our interests have been pretty well disregarded... we were never really consulted." After pointing out some of the deficiencies of the state plans, Reichert noted that State Parks has in recent weeks indicated a willingness to modify its planning. "But I still lack confidence (in Parks). To be brutally frank about, we just don't trust the Parks Division... Based on our past experience, we can't trust them." He went on to say "we have no assurance they will (by their planning) take care of the people who come to the summit... largely because their plans were developed by people who don't know what it's like up there." Manchester Atty. Jack B. Middleton, spokesman for the cog railway, pointed out that the Summit Group shares with the state planners the same general desire to make the summit more attractive. But he, too, was critical of the fact that the state planners have "not really listened to us." In response to several who questioned the lack of state-owned access to the state-owned summit, Middleton pointed out that both the cog railway and the carriage road were regulated by the Public Utilities Commission, so the state is not without some control of access. He also said no state employee has ever been required to pay a rail or road fare to the summit. The primary opposition to the measure came from Warren Rudman, special legal counsel for Governor Peterson. The first (objection), he said, was the make-up of the nine-man board which gave the governor five appointees, while the private interests hold four. This was too narrow a majority Rudman indicated. "There is a difference between consultation and control," Rudman declared, and with a five-to-four split, it would not take much to switch. Rudman also stressed that Peterson has approved only a portion of the state's plans for Phase I, that of $200,000 to be included in his capital budget. "We question much of Phase II and Phase III," he said "and we believe they should be reviewed." But asking for Phase I approval, "the governor is tacitly or inferentially approving Phase II or III."

- Manchester (NH) Union Leader – Wed, Apr 2, 1969 pg. 2



April 7th

Free Enterprise in NH?: Columnist Jay Hanlon: "Once upon a time the free enterprise system was considered to be a pretty good thing for this country. Indeed, there were eccentrics like my father who used to claim the free enterprise system was the very backbone of the United States. What's more, private interests with a profit-making motive were always hailed around my house as the good guys of the world. But apparently that philosophy is as much out of date as my father is, judging from the comments about the private interests on the summit of Mt. Washington. In recent weeks we have seen the four private interests on the summit of Mt. Washington knocked hither and yon by various people, among them state officials, who would have us believe that the only solution for the summit of Mt. Washington is to kick the private interests off the mountain and develop the summit with untold millions of public funds. By inference and innuendo these same people have cast the four private interests as little more than profiteers riding high, wide and handsome over the public interests. Indeed, we even have the spectacle of a prominent New Hampshire banker describing the controversy over the summit development as aesthetic values versus commercial interests, the implication plainly being that the commercial interests have no aesthetic values. This is pure hogwash, and the banker ought to be booted square in his deposits for his utter shallowness. Let's take a close look at these four interests that call themselves the Summit Group. They included the non-profit Mt. Washington Observatory which serves scientific and public interest with year-round weather observations and scientific research, the historic Mt. Washington Summit Road company, the equally historic, century old Mt. Washington Cog Railway company and television state WMTW-TV Channel 8. All four of these interests, private thought they are, are as concerned with serving the public interest as much or more so than the state planners who would throw them all off the summit. The railway and the carriage road are both regulated by the state's Public Utilities Commission and WMTW likewise is regulated by the federal government's FCC. And lest you think the television serves only its own interests, bear in mind the men who man these communications facilities atop Washington also maintain facilities for air navigation, Northeast Airlines, the FBI, the Forest Service, Fish & Game, State Po-

lice and Civil Defense purposes. How's that for public service? The carriage road and the cog railway need no defense here. Both roads and historic mainstays of New Hampshire's multi-million dollar tourist industry; both have ably demonstrated their willingness and their capacity to serve the public interest for a century or more and both roads give us every reason to believe they will continue their public service for the next century. Yet we see state officials and lawmakers, none with any first-hand knowledge of the hardships under which these roads operate, suggesting the state ought to take over one or both in order to have state-owned access to the state-owned summit land. This is utterly ridiculous. Can you just imagine the cost to the state treasury to buy out either one of these roads, let alone the operational costs? Besides, the public already has wide open access to the summit – hiking up to the summit over the land owned by the U.S. Government's Forest Service. Equally ridiculous was the fear expressed by state officials at last week's hearing on the Mt. Washington Authority bill that private interests on the summit cannot be trusted to uphold the public interest. Governor Peterson's special counsel openly stated that the five-to-four board weighted for the state, as provided by the legislation, was just too narrow. Another public official warned that the private interests on such a board would face a conflict of interest. This, too, is pure hogwash. The private interests on the summit, already regulated by public agencies of one sort or another, have a most compelling reason to be concerned with the public interest – that of their very future. For if they ignore the public interest, they face complaint through the PUC or worse yet – loss of business. This then ought to point the way to solve the controversy over development of Mt. Washington's summit: (1) Leave the cog railroad and the auto road in the capable hands they are now in, (2) keep them healthy by providing adequate facilities on the summit, (3) for a partnership of public and private interests on one board as proposed by the Mt. Washington Authority bill to make full use of the long experience and knowledge of the Summit Group and (4) let's remember at all times that the free enterprise system is still the backbone of this nation." *- Manchester (NH) Union Leader – Mon, Apr 7, 1969 pg. 13*

April 17th

Compromise in Summit Squabble Sought: "The White Mountains Region association's board has drawn up a compromise position concerning the Mt. Washington Summit controversy. The position calls for establishment of a separate commission to manage the Summit and endorses Phase I of the Planning committee. Francis P. Edes, Woodsville, president of the association, stated: "Our feeling is the Summit is too great an economic asset to the state to remain in unresolved controversy. The board of directors has hammered out this position after due thought and discussion. We hope to be able to sell it to the parties involved and the Legislature this session. The following is the position of the Region association:

"The White Mountains Region association has discussed in detail many of the aspects of the Summit proposals at four regular meetings of the board of directors. In addition, the association sponsored a public information meeting at North Conway at which representatives of the Mt. Washington Planning committee, the State Parks, sponsors of the Authority Bill and the Summit group expressed their opinions in a panel discussion.

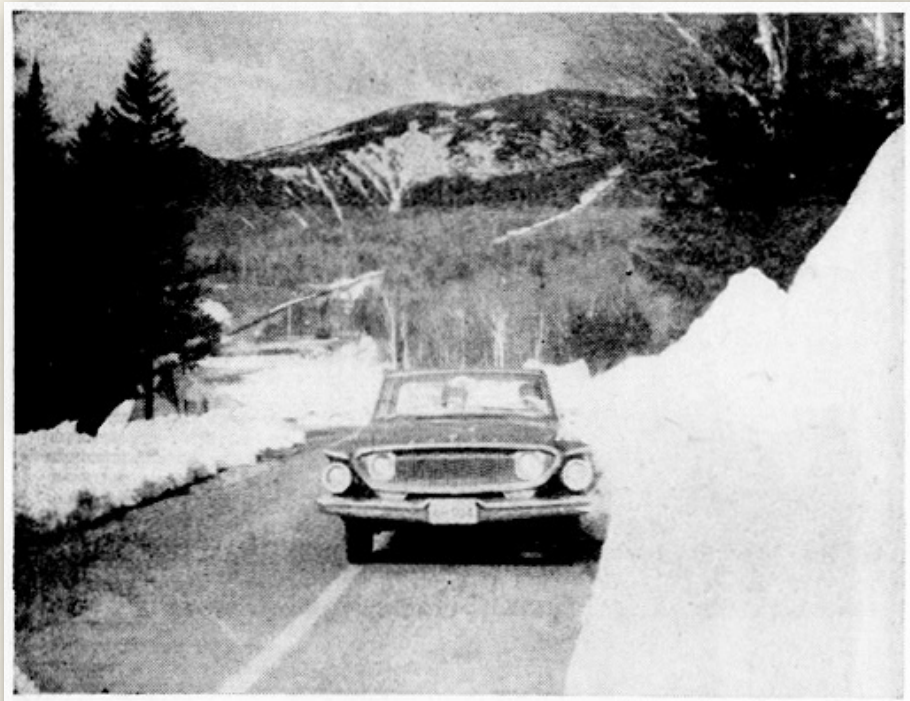
"After considering all the proposals, the board recommends the following be enacted by the 1969 New Hampshire Legislature: Due to the necessity of immediate action, we recommend a bond issued of $2,400,000 be approved by the state this session to carry out recommendations as outlined in Phase I of the Mt. Washington Planning committee report. In addition, because of the complexity of operating the Summit, the board recommends that a commission be established comprising seven men charged with the operation of the Summit and directly responsible to the Governor and Council. The commission should insofar as possible operate the Summit on a 'pay-as-you-go' basis and have the responsibility to recommend programs for future capital development on Mt. Washington.

"The seven members on the commission should be appointed as follows: two members would represent the Mt. Washington Cog Railway, Mt. Washington Auto Road, Mt. Washington TV and Mt. Washington Observatory. They should be appointed annually through a concurrence of the four boards involved. Two members should be duly appointed annually, one representing the White Mountain National Forest and the other the Appalachian Mountain club. The remaining three members should be appointed by the governor with the consent of the council, having staggered three-year terms. It is felt that this plan will protect not only the public but also the private interests on Mt. Washington."

- Littleton Courier – Thu, Apr 17, 1969 pg. 8C / Manchester (NH) Union Leader - Fri, Apr 18, 1969 pg. 2

April 24th

Association Ready for Summer: ""John Bayliss, manager of Polar Caves at Plymouth, was elected president for a two-year term at the annual meeting of the White Mountains Recreation Association, Inc., held Thursday, Apr. 24 at Continental 93 motel in Littleton. He succeeds Douglas Philbrook of Gorham, manager of the Mt. Washington Auto Road. The association is anticipating a banner summer season and preparing for it with a full program of promotional activities. Among the projects is a new color folder of which 350,000 have been printed, a new large color map of the area of which 10,000 copies are to be made available for this season and 500,000 copies of the popular Vacation Guide folder, in both English and French versions. Featuring the summer in the White Mountains will be the celebration of the 100th Anniversary of the Mt. Washington Cog Railway which will open with a Centennial Dinner at the Crawford House on July 3, proceeds of which will be donated to the Mt. Washington Observatory." *- Littleton Courier – Thu, May 1, 1969 pg. 3*



—Photo by Helen Merrill

THIS PICTURE TAKEN SUNDAY, MAY 4 SHOWS how snowbanks of some five feet in height still line a portion of the highway leading from Route 302 to the Base Station. The lower portion of the Cog Railroad can be seen in left background.

- Littleton Courier - Thu, May 8, 1969 pg. 8A

May 5th

Lakes Expansion: "Mountain Musing: On Monday, May 5 a helicopter is scheduled to arrive at Pinkham Notch to begin airlifting materials to the upper reaches of Mt. Washington for use in construction of an addition to the Lakes of the Clouds AMC hut."

- Littleton Courier – Thu, Apr 24, 1969 pg. 4

May 15th

Milestone Approaching: "When July 3, 1969, rolls around it will mark the 100th Anniversary of the maiden run of *Old Peppersass* via the great and wonderful Mt. Washington Cog Railway to the magnificent Alpine Summit of this 6,288-ft. mountain. As *Peppersass*, huffing, puffing and chugging, pushed its passenger car to the peak, it became the first locomotive in the world to make a mountain assault. Jaded they may be, but the words "great and wonderful Cog Railway" continue to fairly describe this notable line with its tilted, funny, built-on-a-bias steam propelled locomotives and its average grade of 25 percent. Nature provided a unique setting for pioneer Sylvester Marsh's dream. The "roadbed" is so boulder strewn, rugged and scarred by dips and rises, that the track is virtually 100 percent on trestle. At impressive Jacob's Ladder the grade is 37.4 percent. The Cog's Base Station is in heavily wooded White Mt. National Forest country. By the halfway mark climbers – whether by rail, the eight-mile Auto Road or let – are conscious that the evergreens have shortened due to action of wind and climate and they become increasingly stunted quite quickly thereafter, dwarfed and final giving way completely to the Alpine conditions. There are, by the way, rare Alpine flowers at the upper reaches. Exactly how gala a birthday party may be thrown for the Cog may not be fully determined until about opening date in mid-June. *Old Peppersass* has been retired – but rests in all her glory on exhibit at the Base Station. There's a stable, of course, of newer, somewhat more sophisticated locomotives but the basic design remains as Sylvester Marsh planned and built *Peppersass*. Pretentious or modest, the goings-on will hardly excite *Old Peppersass* and environs. The former has been around more than a century and the latter, Mt. Washington itself, was carved out in the ice age. What's there to get excited about?" *- Littleton Courier – Thu, May 15, 1969 pg. 8A / Manchester (NH) Union Leader - Fri, May 16, 1969 pg. 21*

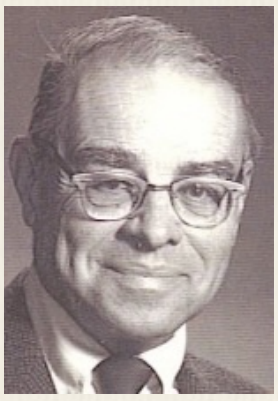
May 22nd

Teague & Hemingway - Buds: "Mountain Musing: The late Col. Arthur Teague, former owner of the Cog Railway on Mt. Washington, was one of Ernest Hemingway's closest war-time friends and Hemingway had planned to write a novel about him and other comrades-in-arms someday, according to Carlos Baker's best-selling biography, *Ernest Hemingway*. In his Book-of-the-Month Club selection, Baker reveals that Gen. J. F. Rug-

gles called Teague "the outstanding troop leader in the Fourth Infantry Division" and that General C. T. Lanham (to whom Baker dedicated his book) had described Teague as "the finest Battalion C.O. I had and perhaps the best I ever knew." Teague was listed as second only to Lanham among Hemingway's military friends and one of only four about whom he hoped to write." *- Littleton Courier – Thu, May 22, 1969 pg. 6C*

Summit Appropriation: "State Senator Charles F. Armstrong of Littleton reports: "As a freshman senator, it takes time to learn about hot to go about trying to correct some of the needs of the North Country. Mt. Washington, of course, is a difficult problem for us. We must do something immediately up there to clean up the sewer situation, construct water storage facilities, and repair the Summit Building. We have funds amounting to $198,000 in the Public Works and Highways section of the Capital Budget to do this."

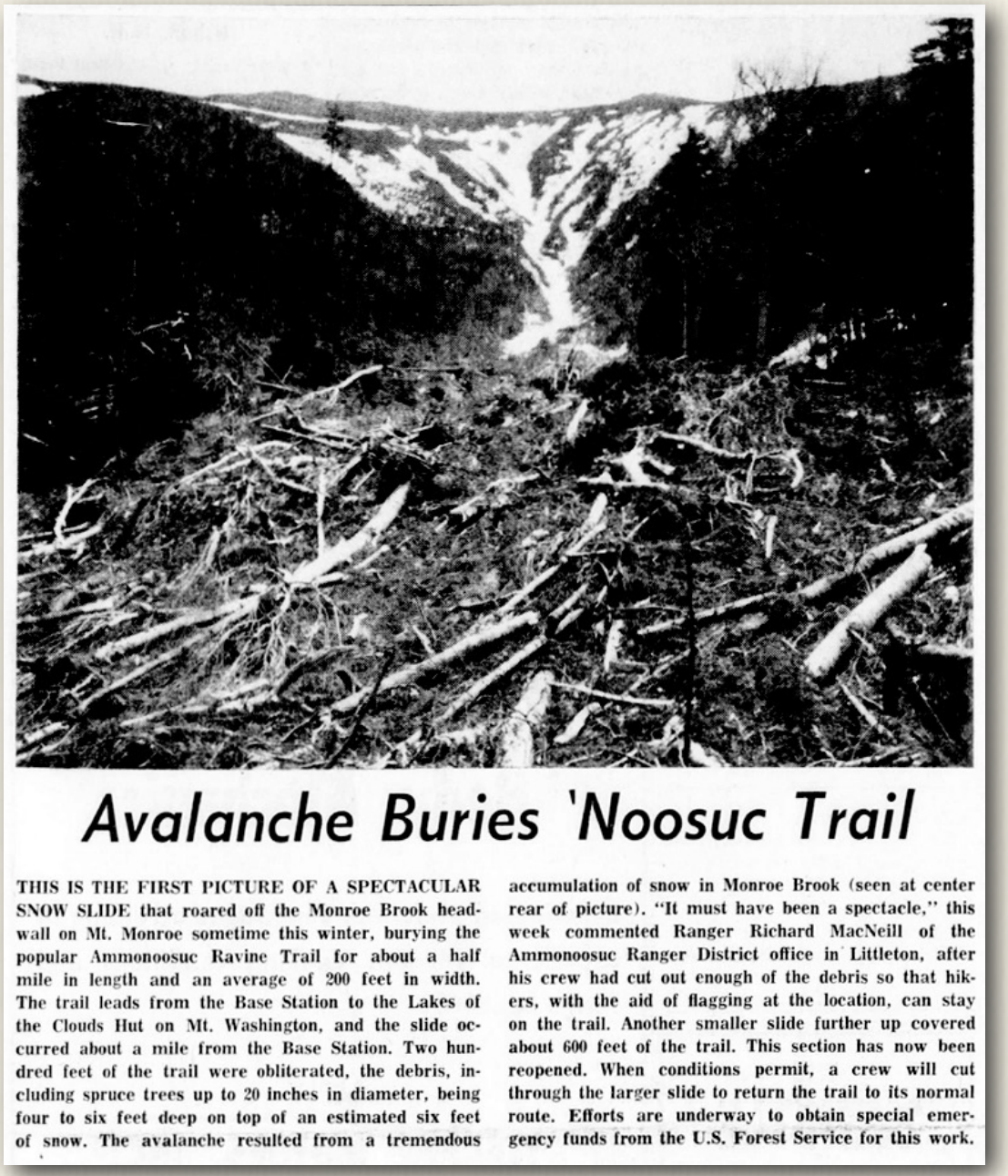
- Littleton Courier - Thu, May 22, 1969 pg. 2



Sen. James A Tufts

May 27th

Sen. Tufts Policy Board: "Senate President James Arthur Tufts III *(left)* of Exeter has sponsored a bill that would establish an eight-member Mt. Washington Summit Commission to manage the state-owned property atop the mountain. Three members would be appointed by the Governor and Council; two members "through the concurrence" of the boards of directors of the Mt. Washington Auto Road, the Mt. Washington Observatory, Mt. Washington TV, Inc., and the Mt. Washington Cog Railway. One member would be appointed by the White Mountain national forest and one member by the Appalachian Mountain Club. Finally, one member would be appointed by the commissioner of the Department of Resources and Economic Development to represent that agency. Under "powers and duties," the commission would (1) set policy for the day to day operations of the summit; (2) maintain the buildings and grounds; (3) operate the summit insofar as possible "on a pay-as-you-go basis" by charging nominal fees to visitors; (4) keep complete financial records of all transactions; (5) return any surplus generated by operations to the General Fund; (6) promote the use of the summit as a recreational, historic and scientific attraction (7) cooperate with state agencies and (8) make rules and regulations governing the operation of the summit." . *- Manchester (NH) Union Leader – Tue, May 27, 1969 pg. 25*



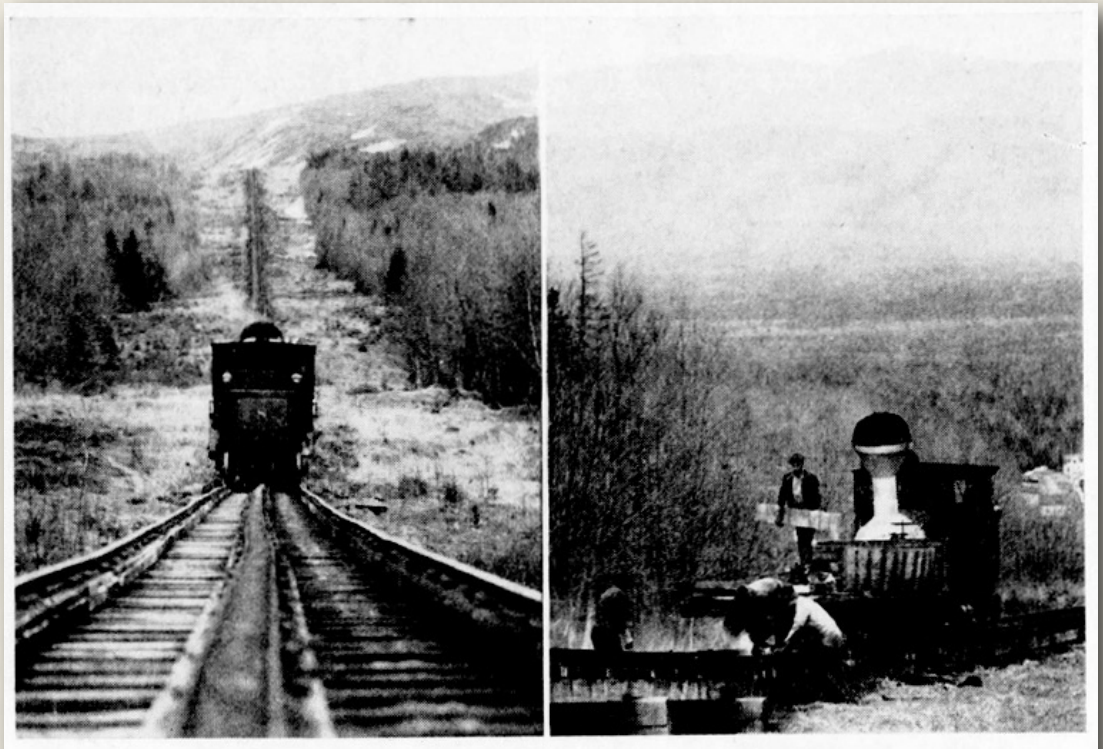
Avalanche Buries 'Noosuc Trail

THIS IS THE FIRST PICTURE OF A SPECTACULAR SNOW SLIDE that roared off the Monroe Brook headwall on Mt. Monroe sometime this winter, burying the popular Ammonoosuc Ravine Trail for about a half mile in length and an average of 200 feet in width. The trail leads from the Base Station to the Lakes of the Clouds Hut on Mt. Washington, and the slide occurred about a mile from the Base Station. Two hundred feet of the trail were obliterated, the debris, including spruce trees up to 20 inches in diameter, being four to six feet deep on top of an estimated six feet of snow. The avalanche resulted from a tremendous accumulation of snow in Monroe Brook (seen at center rear of picture). "It must have been a spectacle," this week commented Ranger Richard MacNeill of the Ammonoosuc Ranger District office in Littleton, after his crew had cut out enough of the debris so that hikers, with the aid of flagging at the location, can stay on the trail. Another smaller slide further up covered about 600 feet of the trail. This section has now been reopened. When conditions permit, a crew will cut through the larger slide to return the trail to its normal route. Efforts are underway to obtain special emergency funds from the U.S. Forest Service for this work.

- Littleton Courier - Thu, May 29, 1969 pg. 1

June 9th

Mt. Washington Compromise Moving: Reporter D. Frank O'Neil - "A compromise plan for the development of the summit of Mt. Washington appeared to be gaining strength in the Legislature yesterday *(6/9)*. Spokesman for most of the private interests on the mountain conferred in executive session with members of the Senate Committee on Public Works & Transportation, following a public hearing on another bill relating to the management of the summit. Most of the speakers at the hearing opposed SB 285, which proposed

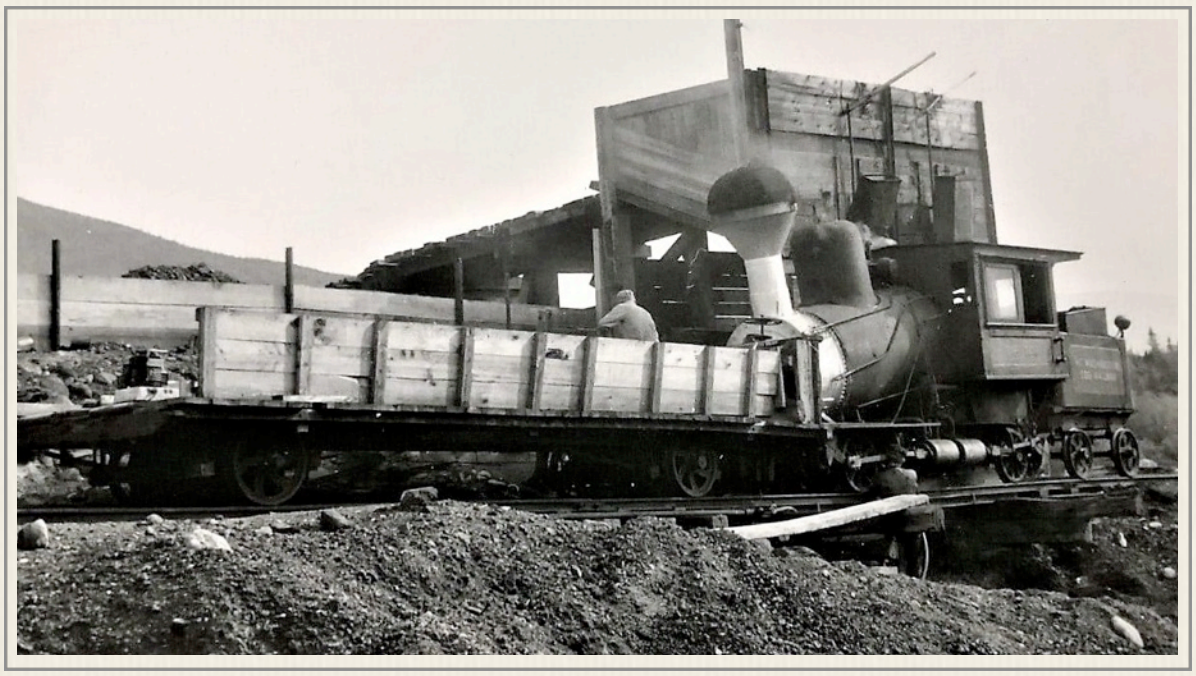


Cog Railway Launches 100th Year

CHUGGING INTO HISTORY WENT THE FIRST WORK TRAIN OF 1969 on the Mt. Washington Cog Railway, as it begins its Centennial Celebration. Conceived in 1855 and completed in 1869, it was once referred to as "the railway to the moon." Significantly, this season's first train began its ascent of Mt. Washington in New Hampshire's White Mountains as America's astronauts were returning from a trip around the moon. The unique Cog Railway begins summer operations on June 14. Prior to this, workers inspect and where necessary replace rails, ties and the trestle work along the 3½ mile route to the top of New England. Right photo, stopping enroute while the work crew replaces a tie before proceeding further up the mountain. Track Foreman Larry Gooden of Twin Mt., left, directs the crew, including Bill LaPierre, Worcester, Mass., standing on train, Engineer Charles Kenison of Jefferson, on track, and Fireman Peter Jeskey of Berlin, assisting. (Photos by Dick Hamilton)

- Littleton Courier - Thu, Jun 5, 1969 pg. 5C

a Mt. Washington Summit Commission, but all seemed to agree that it was important that something be done in the next three weeks – before the end of the legislative session. Previously, HB 429, sponsored by Rep. Malcolm J. Stevenson (R-Bethlehem), had suggested a Mt. Washington Authority. A third plan, advanced by the Mt. Washington Planning Committee, has been under study for several months, but many of its features were controversial and ran into stiff opposition from the private interests in the area. The compromise plan, offered as an amendment to SB 285, came from Atty. Jack Middleton, representing the Cog Railway. I seemed to have more support than any of the other plans. Under its provisions, there would be established a Mt. Washington Commission, composed of eight appointive members and three ex-officio members. Five of the eight appointive members would be named by the governor, with the consent of the Executive Council, while the remaining three would be appointed by the board of directors of the (Summit Group), so that each corporation has a regular member for three out of every four years. The ex-officio members of the commission would be named annually by the following: The council of Appalachian Mountain Club, the forest supervisor of the White Mt. National Forest and the board of directors of the private corporation which does not then have a regular commission member. The commission would have the powers to "plan, develop, build, operate, maintain and lease recreational and scientific facilities" atop the mountain, and the authority to "establish and collect fees for the use of its facilities," among other things. The commission would also with the approval of the Governor and Council, would be authorized to issue bonds on the credit of the state, not to exceed "$2 million, "for the development of any land or facilities" on Mt. Washington. The amended version also asked for an immediate appropriation of $10,000 for operating expenses int eh first two years. Meldrim Thomson of Orford, a GOP candidate for governor last year, indicated he would go along with the so-called "Middleton Compromise." Parker Vinson, chief engineer of the Mt. Washington TV, Inc., leaned to the Middleton Plan. Paul Bofinger urged lawmakers to give the Mt. Washington Planning Committee a chance to make its final report, possibly within a week. C. F.



Work train at bunker (1969)
- R.B. Sanborn Collection

Belcher, spokesman for the A.M.C., also called for a delay until the report is made to the governor. Atty. Edward Reichert, spokesman for the Carriage Road, said he thought the Middleton plan was "a more realistic approach" than the original SB 285. Chief proponents of the bill introduced by Sen. President James A. Tufts... said it was a "middle of the road approach" and would allow flexibility in the management of the mountain top, shared by state and private interests. Sen. Charles Armstrong (R-Littleton) said that action can be expected this week in the Senate." *- Manchester (NH) Union Leader – Tue, Jun 10, 1969 pg. 2*

June 10th

Thomson says Deal is Done: Reporter Linnea Staples: "The compromise Mt. Washington bill hashed out in executive session Monday *(6/9)* by members of the Senate Public Works Committee and the proprietary interest on the mountain, is expected to come to the floor for action on Thursday *(6/12)*. A prediction that it will prove to be the answer to the long controversy that has raged over management of the Summit was made last night *(6/10)* by Meldrim Thomson of Orford. Thomson sparked the original move to place it under an appointed authority. The compromise bill, according to Thomson, incorporates some of the provisions of SB 285, sponsored by Senate Pres. James A Tufts (R-Exeter) and indirectly, many features of HB 429, the Authority bill now awaiting action in the House. Figuring prominently in the compromise was a plan which came from Atty. Jack Middleton who represented the Mt. Washington Cog Railway. "The revised version now due for consideration is a happy blending of both," Thomson commented. The Summit proprietors are satisfied with it, the Senate committee also, and those members of the House with whom I have discussed it are pleased. It provides for the orderly, and economical development of the scientific and recreational potential of the mountain, protects those who have their life work and capital invested, and protects as well as the members of the public who have such a tremendous stake up there. The $200,000 now included in the Capital Improvement Budget would be transferred to the new commission. "And would be used instead for immediate improvements and development so desperately needed," Thomson commented. "A safeguard again impractical and grandiose development will be included in a provision that the commission must thereafter go to the Legislature for funds," he said. He noted that the Senate committee headed by Sen. Armstrong "feels so strongly about the need for immediate action, they are making the effective date of the measure immediately upon passage, rather than the 60 days previously included." *- Manchester (NH) Union Leader – Wed, Jun 11, 1969 pg. 3 & 41*

June 12th

Marsh's Arm Chair: "An arm chair once owned by the founder, Sylvester Marsh, is on display at the Base Station this summer as the Mt. Washington Cog Railway starts its 100th year. The chair, which has a cane back and seat, belongs to Mrs. Ella Carter of Littleton who inherited it from her grandmother, Mrs. Henry Nourse. Mr. Marsh, who built and promoted the world's first cog railway, lived on South street in Littleton from 1864 to 1879.. Claude L. Brusseau, Littleton commercial artist, has painted a 20-foot, three-dimensional panorama of the



—Photo by Hamilton

Historic RR Opens Centennial Year

JOSEPH LONG OF MARION, PA., WAS ENGINEER OF THE PIONEER TRAIN TRIP OF 1969 on the Mt. Washington Cog Railway this week. He is shown here receiving his running orders from Cog Railway President Mrs. Arthur S. Teague. The historic first run of the Centennial Year up the 3.5-mile track left Saturday morning with 38 members of the National Railroad Historical Society, Vermont chapter, as passengers. The 100-year-old railroad still runs steam trains to the top of the 6,288-foot peak, highest in the Northeast.

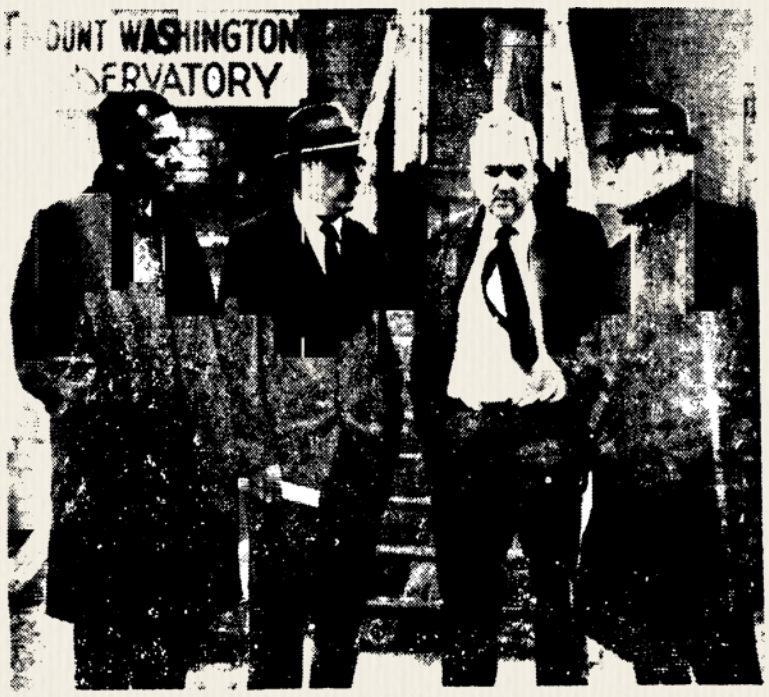
- Littleton Courier – Thu, Jun 19, 1969 pg 6

mountain which is part of a flood-lighted display at the Base that will be viewed by thousands who come to Mt. Washington during this summer's centennial celebration. The display depicts a man riding a "slide board" down the cog rail bringing copies of the newspaper "Among the Clouds," printed at the summit. Mrs. Frank R. Hancock of Bethlehem provided the mannequin, and Frederick Pilotte of Whitefield build a model of Jacob's Ladder as part of the display." - *Littleton Courier - Thu, Jun 12, 1969 pg 1*

June 14th

First Trip: "Forty-three members of the Vermont Champlain Chapter of the National Railway Historical Society, with their wives and children, rode in a special coach to the summit of Mt. Washington Saturday *(6/14)*, commemorating the society's fifth anniversary. It was the first scheduled trip up *(previous page)* the mountain this season, marking the centennial of the Mt. Washington Cog Railway. Among the guests were the president of the Canadian Railroad Historical Society, Dr. Robert Nichols, and his wife. Mrs. A. S. Teague, president of the cog railway, gave a brief history of the railway before the group left the base station. Lionel Rodgers, general manager of the railway, accompanied the passengers."

- Burlington (VT) Free Press - Tue, Jun 17, 1969 pg. 9



MT. WASHINGTON SUMMIT plans were under discussion by these four men during yesterday's tour of the mountain summit by a group of legislators. Standing in chilly, foggy weather in front of the Mount Washington Observatory are, from left: Rep. Otto H. Oleson of Gorham, Lionel Rodgers, general manager of the Mt. Washington Cog Railway; Kenneth Curran, Littleton contractor; and State Director Russell B. Tobey, whose division owns the mountain summit. Story on Back Page. (Staff Photo by Hanlon)

June 16th

Commission Bill Field Trip: "About 35 New Hampshire legislators went to the top of New England to get a first-hand look at the problems atop Mt. Washington. The group inspected the Auto Road, Cog Railway and other facilities on top of the highest peak in the East Monday *(6/16)*. Several measures in the legislature dealing with the state's role and the mountain have been whittled down to a compromise bill under which a nine-member commission would oversee the future development of the 6,2888-foot summit." - *Nashua (N.H.) Telegraph - Tue, Jun 17, 1969 pg. 3*

"A group of 35 members of the New Hampshire legislature visited the summit of Mt. Washington, on Monday *(6/16)*, to see for themselves the problems involved in that important new state park. They also experienced some of the peak's changeable weather conditions, for visibility was reduced to some 100 feet by the cloud bank that covered the upper third of the mountain, and the temperature was a windy 36 degrees. The group made the trip on the Mount Washington Auto Road, accompanied by its president, Douglas Philbrook. During the visit State Parks Director Russell B. Tobey explained the State's three-phase development plan for the summit. An informal dinner with Kenneth E. Curran of Littleton as host was held for the legislative group at the Appalachian Mountain Club in Pinkham Notch, during which the lawmakers discussed controversial issues of the future development of the "top of New England."

- Littleton Courier - Thu, Jun 19, 1969 pg. 1 / Above image - Manchester (NH) Union eader - Tue, Jun 1`7, 1969 pg. 1

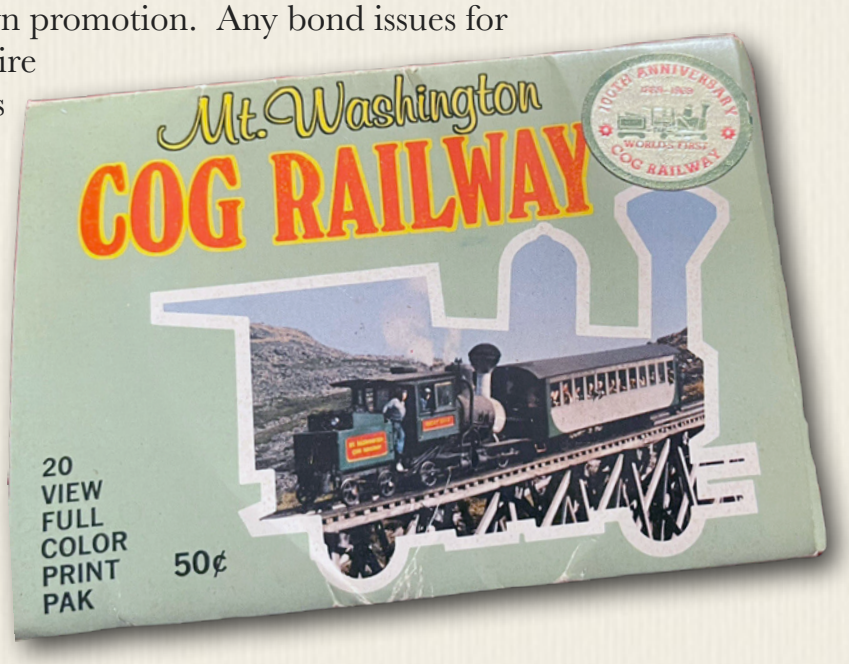
June 18th

Info Specialists Tour: "Sixteen information specialists representing the State of New Hampshire, the highway rest area system and local information booth attendants were treated to a three-day whirl-wind tour of the White Mountains last week by the White Mt. Recreation association. This 10th Annual Tour is for the purpose of familiarizing personnel engaged in dispensing information to the public with the sights, attractions, people and the area of the White Mountains. Escorting the tour this year was Dick Hamilton, summer promotion director for the association and Curt Davis, Littleton, the driver of the Flume Bus, which the state provides for the tour annually. The group assembled at Polar Caves in Plymouth on Tuesday *(6/17)* and proceeded up Route 3 to Lincoln and across the Kancamagus Highway making several stops enroute. The Crawford House, Crawford Notch, was the host for the overnight stay as well as for meals. The next day *(6/18)* saw the party take an early-bird special train on the Mt. Washington Cog Railway after pausing briefly at the Base for pictures and a brief talk on the Cog Railway Centennial by Mrs. Arthur S. Teague, president. Coffee and a tour of the Sum-

mit preceded the ride down Mt. Washington on the "stages" of the Mt. Washington Auto Road. Tour Director Hamilton commented "We squeeze an awful lot into a short time, but we feel, and the information to specialists we bring along agree, that the personal visit, a talk with the management, and an opportunity to ask questions is by far the best way to become acquainted with the White Mountains and what there is here. Most of the group have been to the mountains, before, but none have ever seen it all as thoroughly as this trip allows. We try to have a good time too, as a small token of our thanks to them, for recommending the White Mountains in the past. Now they can talk about the mountains from first-hand experience. We estimate that the tour would cost over $2,000 to do without everyone's help. We are pleased with the outcome, and I know the information specialists are too." *- Littleton Courier - Thu, Jun 26, 1969 pg. 5*

June 19th

Compromise of Compromise: "A compromise on a compromise passed the Senate last week in attempts to solve the problems of management of the controversial Mt. Washington Summit property. The compromise resulted from an executive session headed by Sen. Charles F. Armstrong of Littleton, chairman of the Public Works committee. Armstrong met with the committee, Parker Vincent, manager of Mt. Washington TV, Jack Middleton, attorney for the Mt. Washington Cog Railway, Meldrim Thomson, a proponent of the Authority Bill, and John Wilson and Paul McGoldrick, representing the White Mountains Region association. The committee then combined the best parts of three bills to create a compromise position on Mt. Washington. The bills were the Mt. Washington Authority Bill introduced by Rep. Stevenson of Bethlehem, the so-called Middleton compromise which represents the position of the four private groups on the Summit, and SB 285 introduced by Sen. Arthur Tufts which represent as compromise position taken by the White Mountains Region association. Sen. Armstrong moderated the meeting and pulled together the best proposals from the three different groups on the Summit question. He came out with a bill which had the enthusiastic endorsement of all three groups. The bill would set up a nine-man commission, five would be appointed by the governor, two would represent the four private groups on the Summit and two would serve in an ex-officio capacity representing the Appalachian Mountain Club and the White Mountain National Forest. The commission would have the power to manage the Summit property, hire a manager and do its own promotion. Any bond issues for the Summit would be left in the hands of the New Hampshire Legislature to authorize the funds. It was felt by the authors of the compromise that this would be the most workable solution for the Summit because the Summit property is not a simple piece of real estate. The property has a complex ownership pattern, owned by both private and public interests. Any program of action on the Summit should be made with the concurrence of both the private and public groups on the Summit. Paul McGoldrick of Littleton, chairman of the legislative committee of the White Mountains Region association, stated: "We feel we have developed a compromise which will work. The proposed commission has sufficient powers to be able to act and yet a good balance has been struck between the private interest and the public ownership."



- Littleton Courier – Thu, Jun 19, 1969 pg 1A

Editorial - Locals on Cog?: "Have you ever been up the Mount Washington Cog Railway? It is surprising how many North Country residents have not taken this thrilling trip to the top of New England. Or visited the Flume – or the top of Cannon Mt. via the tramway, or Lost River Gorge – or Mt. Washington Auto Road, or other summertime attractions in the region. The Cog Railway is celebrating its 100th birthday this summer. A coal-burning marvel, the train is known the world over and visited each summer by thousands – among them railroad buffs who are interested in every phase of the operation. Many year-round residents will make a special effort this summer to join vacationing tourists in visiting the Cog Railway to help Mrs. Arthur S. Teague, who succeeded her late husband as president, and her capable staff mark the centennial of what once was called by a skeptical New Hampshire legislature, a "railway to the moon."

- Littleton Courier – Thu, Jun 19, 1969 pg 2C

1969

June 21st

Observatory Sees Plans: "The annual meeting of the Mount Washington Observatory will be held on Saturday, June 21 at Christ church in North Conway beginning at 8 p.m. Principal speaker will be Bliss Woodruff of the architectural firm of Carter and Woodruff of Nashua who is one of the consultants engaged by the State Parks Division to plan the re-development of the summit of Mt. Washington. He will have plans of the proposed building, observation tower and renovation of the Tip Top House, and a scale model of the new building." *- Littleton Courier – Thu, Jun 19, 1969 pg 1 & 4*

June 26th

Nixon Invited to the Mountains: "An invitation has been extended to President Richard Nixon to revisit New Hampshire this summer on the occasion of the Centennial of the Mount Washington Cog Railway. One hundred years ago, on August 27, another U.S. president, U.S. Grant and party visited the cog railway and rode to the summit. Gov. Walter Peterson has invited president Nixon to duplicate that former visit as part of the celebration of the 100th birthday of the world's first cog railway, in the state whose early Primary election gave Mt. Nixon his first campaign victory. While it is not known if such a visit is possible, an added reason for inviting members of the Nixon and Eisenhower family to the White Mountains is the recent re-naming of Mount Pleasant to Mount Eisenhower, in the famous Presidential Range. It is expected that an effort will be made to have a formal dedication of the peak, which is thought to be the only mountain in the U.S. to be named for the beloved "Ike." *- Littleton Courier – Thu, Jun 26, 1969 pg 1*

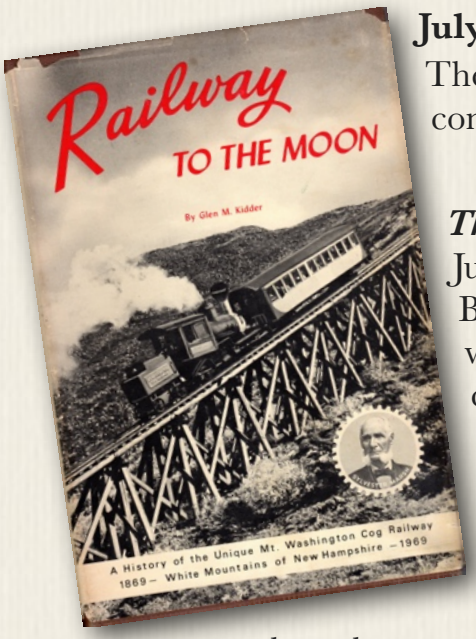
Cog Centennial Set to Start: "Creating national interest is the celebration this year of the 100th birthday of the famous Mt. Washington Cog Railway that annual transports thousands to the "top of New England" and is known as the world's first mountain climbing cog railway. The cog railway centennial already has created considerable local and national coverage in various news media and promises to be a drawing card for tourists during the summer season. Among those drawn to the Base of New England's highest peak are many railroad enthusiasts to whom the mere survival of these strange-appearing little engines is a blessing, because the railroad is still operated entirely by steam. It may also be that the "railway to the moon," as it was called by scoffers when the idea was promoted by Sylvester Marsh, has the only woman president, Mrs. Ellen Teague, who succeeded her husband, the late Col. Arthur S. Teague upon his death in 1967. Under her direction, an important centennial event to open the birthday celebration is planned for the Crawford House on Thursday evening, July 3, with dinner, speeches, presentation of prizes, fireworks and dancing on the program. The following day, the Fourth of July, will be Governor's Day at the Railway, with chief executives of the New England states and other dignitaries on hand for the festivities. The 100th birthday of the Cog Railway will be marked again later in the season when the famed Newcomen Society of North America pays tribute to those who conceived and built and those who still carry on the unique steam train on Mt. Washington. The occasion will be a dinner meeting to be held on Sept. 19 in Century hall at Mountain View House in Whitefield.

Toastmaster of the Centennial Dinner at the Crawford House Thursday evening, July 3, will be John Swearingen, president of Standard Oil of Indiana, once a member of the railway staff (known as Coggers) and cousin of the late Arthur S. Teague. Rev. Hubert Heistad of Clifton Heights, N.J., will give the invocation. Music for the evening will be furnished by Ivan Tash and his orchestra and there will be selections by the Bretton Woods Boy Singers. *"Old Peppersass,"* a ballad written this year by Frances Ann Johnson Hancock of Bethlehem will be presented by Matt Dooley. Former Governor Sherman Adams of Lincoln will be the guest speaker. Among those scheduled to appear on the after-dinner speaking program are: Governor Walter R. Peterson; Alan A. Smith, president of the Mt. Washington Observatory; John Meck, vice president and treasurer of Dartmouth College; Lionel M. Rodgers, vice president and general manager of the Mount Washington Cog Railway, and Mrs. Arthur Teague, president of the Railway, who will present the door prizes and the Grand Prix, a new automobile. Benediction will be by Rev. Alexander Hamilton of Kennebunkport, Me., after which there will be fireworks on the hotel grounds and dancing in the ballroom. Net proceeds from the Centennial Dinner and Dance will be donated to the Mount Washington Observatory for its museum fund. Revived for the Centennial year



will be the little newspaper, Among the Clouds, which will be published at the Base by the railway management, printed at the Courier Printing Company, Inc., in Littleton, and sent to the homes of all visitors who would like to have their names included in its daily published log. Editor of the modern Among the Clouds is Miss Elizabeth Dowling of Beaufort, S.C., who will greet Base visitors each day and make arrangements for a copy of the newspaper to be mailed to their homes to greet them when they return from their vacation in the white Mountains. There is a modest charge for the service, to cover costs, and it is expected that it will be popular among tourists who will want a centennial souvenir. In addition to a list of names and addresses of daily visitors at the Base, the newspaper will contain interesting historical data about the world's first cog railway and the unique Mt. Washington on which it operates. The use of the name was generously granted by F. Allen Burt of Brookline, Mass. In 1964, when a modern version was published during that summer."

- Littleton Courier – Thu, Jun 26, 1969 pg 1 & 4B

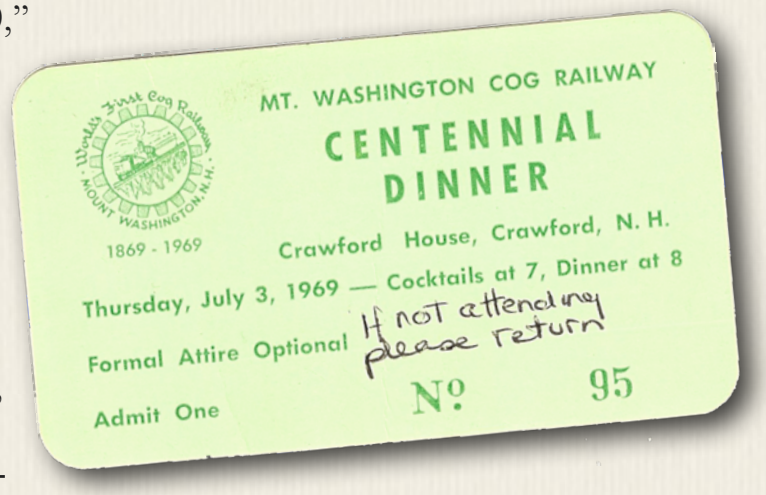


July 3rd

The ***Cog Railway celebrates 100 years*** of existence. Glen Kidder writes the first comprehensive story of the Cog *(left)* in his book, ***Railway to the Moon.***

http://www.cog-railway.com/03timeline.htm

The 100th Anniversary Cog Railway Party: "On the morning of the Fourth of July, Gov. Walter R. Peterson christened a new engine under construction at the Base of Mt. Washington as the "Col. Arthur S. Teague" in memory of the man whose life was wrapped up in the unique Cog Railway for so many years. The christening was a concluding highlight of a two-day celebration of the 100th birthday of the Mt. Washington Cog Railway that had a brilliant climax last Thursday *(7/3)* evening at a Centennial Dinner program held a the Crawford House and attended by some 350 friends and well-wishers. At the christening Friday morning, Mrs. Teague assured the onlookers that the beribboned bottle used by Gov. Peterson contained "Ammonoosuc river water, much more fitting for the occasion than champagne." Gov. Peterson read his proclamation setting July 3, 1969 as "Mt. Washington Cog Railway day," and Sen. Laurier Lamontagne of Berlin and Sen. Arthur Tufts of Exeter read the senate proclamation. Following a social hour Thursday evening, guests sat down at tables in the Crawford House dining room that were decorated with red and white carnations with red, white and blue ribbons and blue candles. Hostesses appeared in special costumes in honor of the historic milestone in the history of the Cog Railway and the White Mountains. Printed programs were titled, "The World's First Mt. Washington Cog Railway Centennial, Mt. Washington, New Hampshire, July 3, 1969," with pictures of the inventor and builder, Sylvester Marsh, Walter Aiken, Col. Henry N. Teague and Col. Arthur S. Teague. There was also a picture of "*Old Peppersass* - 1869-1969."



"The menu included Ball Bearing melon, Lake of the Clouds trout with braised almonds, filet mignon a la Cinder Sauce (mushrooms), oven-browned Timberline potatoes, Early Bird Special peas, Base Station stuffed tomato, Cog track salad, assorted Stoker rolls, Centennial parfait with Cog Wheel cookie, Marshfield coffee or tea, White Mountain mints and *Peppersass* beverage. Toastmaster was John Swearingen, president of Standard Oil of Indiana, a cousin of the late Col. Arthur S. Teague and one of the oldest alumni of the Cog Railway's employees, having been a "Cogger" in the early 1930's. Musical entertainment during the hospitality hour preceding dinner and for dancing that followed was provided by Ivan Tash and his orchestra. During the dinner, the throng was entertained by several selections sung by the famous Bretton Woods Boy Singers. A special song dedicated to Mrs. Teague and the Cog Railway was specially composed by Mrs. Frances Ann (Johnson) Hancock of Bethlehem and sung by David Ham, baritone, with Donald Dame as piano accompanist, both of the Boy Singers organization.

"At he head table with Mrs. Teague and the toastmaster were Rev. and Mrs. Hobart Heistand, Mr. and Mrs. Lionel Rodgers, Mr. and Mrs. Meldrim Thompson, Mr. and Mrs. John Meck, Mrs. John W. Guider, Mrs. Swearingen, former Gov. and Mrs. Sherman Adams, Gov. and Mrs. Walter Peterson, Joseph B. Dodge, Mr. and

Mrs. Alan Smith and Rev. Alexander Hamilton. At the honorary table were Mr. and Mrs. Paul Young, Dr. and Mrs. Edward Brooks, Dr. and Mrs. Wallace Howell, former Gov. and Mrs. Hugh Gregg, Mr. and Mrs. Henry Short, State Sen. and Mrs. Charles Armstrong, Gov's Councilor and Mrs. Stephen Smith, State Sen. and Mrs. Arthur Tufts, Dr. and Mrs. John Bowler, and Mr. and Mrs. Jack Middleton. Included among the distinguished guests was Lawrence Richardson, 84, Cambridge, Mass., who with Col. Arthur S. Teague designed the switches for the Cog Railway. Former president of the Rutland Railroad, he is presently a transportation consultant.

"Mrs. Teague welcomed the throng commenting on "the most wonderful centennial of the Mt. Washington Cog Railway." In bringing the official greetings from the State of New Hampshire, Gov. Peterson noted it was in 1866 that the N.H. Legislature authorized Sylvester Marsh to build the railroad to the top of Mt. Washington - and to the moon! He wryly noted that NASA now seemed to be usurping the franchise rights to the moon. Gov. Peterson reported that he had just signed into law a bill setting up a Mt. Washington commission associated with the development of the Summit property owned by the state. His announcement was met with an enthusiastic response. The guest speaker was former Gov. (Sherman) Adams, whose remarks in part follow:

Gov. Sherman Adams' Address

"I am impressed with how much could be said about this three mile stretch of railroad that starts in the New Hampshire woods at Marshfield and ends at the summit of Mt. Washington. Another thing that appalls me is why men undertake something, without compulsion, in the face of certain adversity, with the assurance of personal hardship and suffering, and very likely bankruptcy, simply to satisfy a yearning to see something come to pass. If Sylvester Marsh had undertaken to contrive something to take him to the moon that would have been understandable, for he would have been declared insane. New Hampshire legislators called him crazy, but that is no sign of insanity. Marsh had a pragmatic approach to the problem of climbing Mt. Washington. It appears he got lost in typical Mt. Washington weather in the year 1857, finally arriving at the summit by going uphill. Wet, tired and disgusted, he decided there was a better way to ascent the mountain and proceeded to build it.

"How much Herrick Aiken helped him is problematical, but Aiken, an inventor of Franklin, N.H., had contrived the first circular knitting machine that put together a seamless stocking which had little to do with building a railroad up Mt. Washington. (Marsh's) first accomplishment, amazing to anyone who has any conception of White Mountain frontier travel a hundred years ago, was to move his little engine, track and other paraphernalia through seven miles of forest wilderness on a corduroy

For Ellen Teague,
A Courageous Woman
by Gov. Sherman Adams

How goes it with Waumbek Months now,
With the cold and thunderous gale,
The slides that rip her rugged sides,
The blasts her peak assail.

The watch, Is it still there
Recording the wind and frost,
The bleak old buildings grim and bare,
The trails the packers crossed.

The road that scrabbled up Chandler's ridge
In tortuous wind and curve
And twisted between steep bank and cliff
That tested the heart and the nerve.

How fares the railroad and the crew
That spirited us into the clouds
With the huff and puff and bituminous smoke
That wrapped us in sooty shrouds.

All's well, old traveler, the mountain's still there
With its shabby old buildings and its frosty thin air
And the carriage road winds in its curling ascent
White the watch keeps it score on the firmament.

Now the railroad is observing the centennial year
Of the huffing and puffing of it custom made gear
Of the men and the boy whose genius and cunning
Maintained the wood trestle and kept the trains running.

It was Marsh who built it, the first of its kind,
From a model by Aiken,* but Marsh had the mind
And the courage and fervor to make history take note
Of his great undertaking on a mountain remote.

When Marsh proved his project and gave up the ghost
The Boston and Maine was the reluctant host.
When it lost it hair shirt, in despair and fatigue,
It old the cog railroad to Henry N. Teague.

Now Teague was a man who was right for his time,
Who had lost all his money and hadn't a dime,
A bull horn of a voice and confidence galore
Were the tools he employed, and he didn't need more.

Impecunious enough for a sound bank to censure
He shook down the Railroad and embarked on his venture.
When the hurricane blew down his trestles and track
Dartmouth College came forward and put the track back.

So, when Henry passed on without any heir,
He willed Dartmouth the road and, as well, the repairs.
But Henry used wisdom in planning his end
For he trained Arthur Teague on whom to depend.

Arthur had talents possessed by but a few,
He knew how to organize both work and the crew,
And he'd learned how to patch and make all the gadgets,
The piston and shafts, the rods and the ratchets.

But more than all this, he knew how to choose
Good men and good boy, and their best to enthuse.
With great dedication of himself to the task,
He devoted himself to his job to the last.

All's well, old traveler, the railroad' still there,
Puffing its way under Ellen's good care,
A hundred year record covers history's pages
And God speed it safely down through the ages.

* Marsh's knowledge of Herrick Aiken and the model passed down through the Aiken family remains an open historical question

road after having already hauled it by ox team from Littleton 25 miles away, and have anything left worth building a railroad out of. There was then no railroad at Fabyan, and Marshfield wasn't even a hole in the woods; Marsh had to make the hole.



Commemorative coin from Cog Centennial Celebration - Serial number 1956 matches year Shirley Jenks Kent first came to the Mountain with new husband, Bob. (1969) - Kent Family Collection

"By bits and pieces, Marsh did put a section of railroad together, collected some big-wig witnesses, and showed them it would work. that induced the stockholders of the Mt. Washington Steam Railway Company to pay in something on the venture, a relief to Marsh who could then begin to use somebody else's money. This hand-wrought railroad was a tribute to the machinists and wood butchers of their day. A wood butcher, incidentally was a hewer and worker in wood, a commodity that Marsh had plenty of and used to good effect since substantially the whole railroad had to be built on wooden horses and trestles. The chips flew from half a million feet of old growth spruce logs before the job was done.

"From this first section of track ceremoniously completed in 1868, the work went on in the only feasible location on the mountain until on July 3, 1869 the first train reached the summit. I have lived long enough to have known many men. While I did not know Sylvester Marsh, I knew Henry Teague. Here was a mountainous man who put his weight solidly behind his positive demeanor. Big enough not to have to worry about his dress (he couldn't really see around himself) he was the apotheosis of self possession. He looked at the dead center of his target and with an artful casuistry fired his ideas and opinions into the heart of his victim. Whereas Marsh was the back-shop inventor with science enough to create his Model T railroad and courage enough to plunge into the wilderness and crank it up, Teague was the promoter who could have done as well as the proprietor of Barnum and Bailey or a giant flea market as he did with the cog railroad. But Teague leveled with the engineers and college boys and they liked him. With everybody producing, Teague go more people going up the mountain on more trains and the dividends he liked to share with everybody he though deserved them.

"And I knew Arthur Teague. Perhaps he was nearer to becoming a human being than all the rest. When you really got acquainted with Arthur you found out about the great affection he had for all those rods and pistons, those hand-made shafts and axles that added up to the whole little railroad. When the college was looking for a customer after Henry had paid up an old account by leaving the road to Dartmouth, I had a notion to buy it, knowing that nobody need much money for such a purpose. So I called John Meck, and to the best of my recollection, he said he supposed the college would have to sell it to the highest bidder. But he hoped I wouldn't make an offer. For Arthur, he said, was the one who should have it, and he gave me some convincing reasons which became more convincing when Arthur came to see me. Then I discovered again what real dedication meant; what it meant to a man to love his work; what he had done to keep the gear together and to make a career out of loving a lot of nuts and bolts holding together trucks and cars, rebuilding axles and boxes and doing yourself what you couldn't afford having somebody else do; what it meant to feel affection for handful of diligent men and loyal boys. And so I learned what a great adventure all of this was for him, and after that I didn't have any enthusiasm about owning the Mt. Washington Cog Railroad."

Alan A. Smith, president of the Mount Washington Observatory, announced the creation of an Arthur S. Teague Memorial Fund for a suitable memorial on the summit associated with the Observatory, and said that Joseph B. "Mayor of Porky Gulch" Dodge, founding president of the Observatory in 1932, would be its representative on the Mt. Washington commission. Guy Gosselin, chief observer, was introduced as representing the Observatory staff on the job the year-round. At this point Mrs. Teague present to Mr. Smith a check for $5,000 as the proceeds of the Centennial Celebration to help establish the museum

Greetings from Hanover: Dartmouth College vice president John F. Meck was one of the speakers at the gala Cog Railway President Ellen Crawford threw at the Crawford House on the evening of the centenary.

Here are his prepared remarks lightly edited. He reportedly "deviated substantially" the script: "You may have chosen with more wisdom than you suspected when you asked this native but thoroughly transplanted Pennsylvanian to speak briefly at this railroad-dominated celebration. Some of you railroad buffs may recall that the first steam locomotive to operate in this country did so in 1840... (in) eastern Pennsylvania... It is often said it is an ill wind that doesn't blow some good. That expression may well fit the circumstances of the September 1938 hurricane that raised such havoc on the cog railway. It was then, so the story goes, that the late and revered Colonel Henry Nelson Teague sought financial help from his Alma Mater at Hanover and, according to the records, was bailed out by my predecessor, Halsey Edgerton, with a timely assist from Colonel Teague's classmate, President Ernest Martin Hopkins. And that, in one paragraph, is why Dartmouth College happened to get involved in the management of a cog railway, along with the responsibility of educating the youth of the land and other pursuits. New York University had its notorious spaghetti factory but Dartmouth College for many years had its cog railway... Now, we all trust, the problems of other years are reconciled. May the next hundred years of the Cog Railway's operation be controlled with a bright green light - a good Dartmouth green light, I might add. We are proud to have been a part in assuring its survival. The railway may not have reached the moon, as some critics joshed upon its inception, but it has carried to the heights thousands and thousands of passengers for experiences they will always remember. What more can you ask from what some thought a hundred years ago was a crazy joke?"

During the program Mr. Swearingen commented that Col. Henry N. Teague "was really a soft-hearted man under a gruff surface," and Col. Arthur S. Teague "compiled a record as one of the bravest men in the U.S. Army. Ellen has inherited the tradition of two Teagues and I wish her the best of luck in her endeavor," Swearingen said. A brilliant display of fireworks reflected in Saco lake in front of the Crawford House was enjoyed at the conclusion of the dinner festivities, with dancing in the hotel ballroom."

- Littleton Courier - Thu, Jul 10, 1969



Engineer Frank Thompson diagnosing a "hot box" on the No. 9 (Jul 4, 1969)
- Glen Kidder photo / Railway to the Moon

Summit Bill Passage: "Sen. Charles F. Armstrong of Littleton reports: "My Public Works committee passed Senate Bill 285, establishing a Mount Washington commission which is charged with the responsibility of planning capital improvements to be made by the state over the next 10 years and planning the proposed operation of the Summit. Such master plan shall be submitted to the governor and the Legislature for action in the 1971 session. Hopefully, this legislation *(and the $190-thousand appropriation)* will make the Summit of Mount Washington the kind of a tourist attraction that it should be."

- Littleton Courier - Thu, Jul 3, 1969 pg. 2C & 5C

Still Seeking Nixon: "Dear Governor Peterson: The various organizations and leading summer tourist businesses in the White Mountains are most anxious to enlist your support in issuing another invitation to President and Mrs. Nixon and their daughter and son-in-law, Julie and David Eisenhower, to visit New Hampshire this summer or early fall for several special occasions. We realize of course that the two previous invitations to the Cog Railway Centennial were turned down by the White House. We would propose to issue a new invitation not specifically tied to any special date but suggesting a time in late August or early September convenient to the Presidential party and yet still significant to the occasions. We

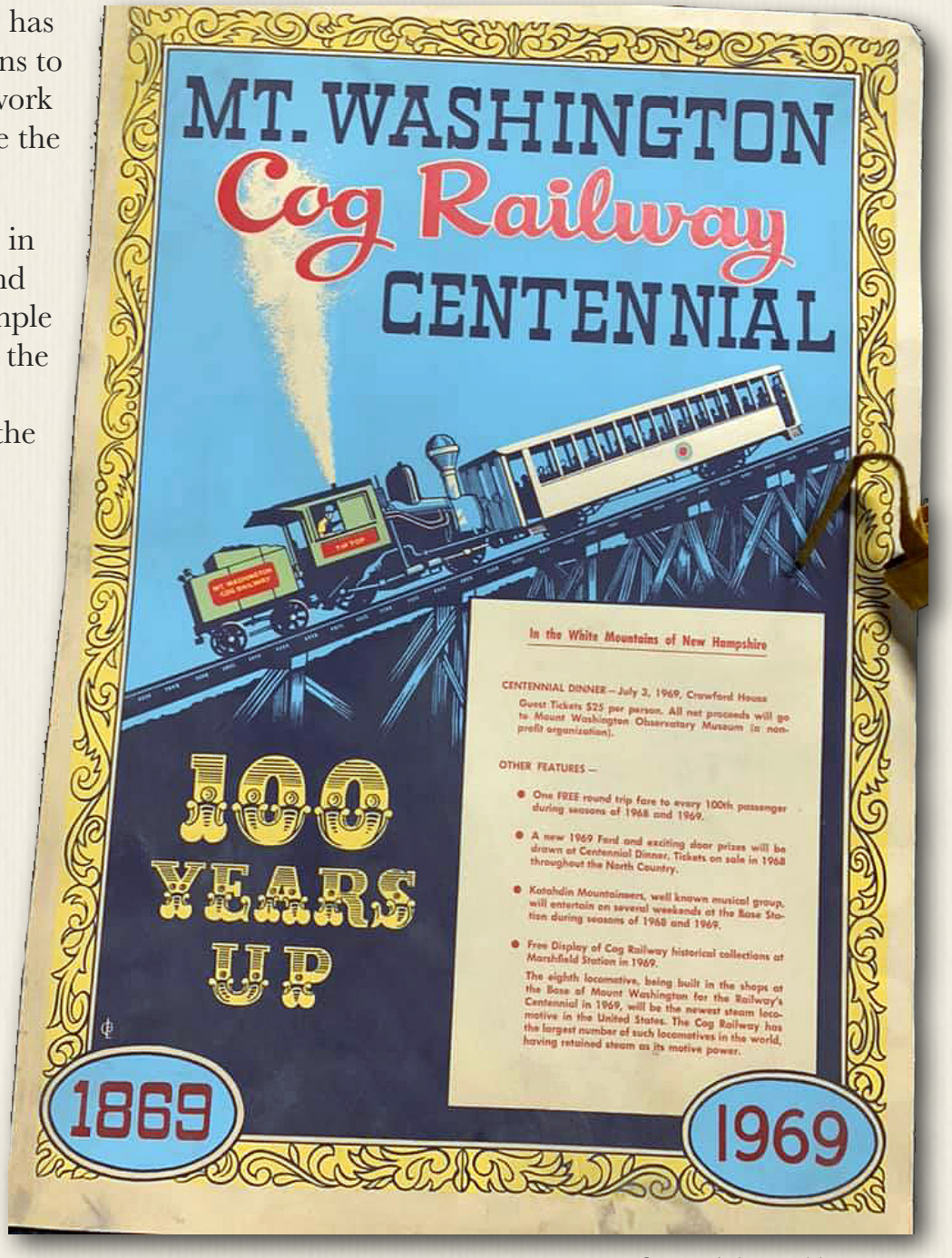
understand that the Republic State committee has been actively attempting to persuade the Nixons to come to New Hampshire. Perhaps we could work together on this project. We proposed to invite the president for the following functions:

1. Dedication of Mt. Eisenhower, located in the President Range next to Mt. Franklin and Mt. Monroe. The dedication could be a simple ceremony and prayer at the base area while the former President's grandson David places a plaque on the summit, having just climbed the mountain. Appropriate ceremonies other than the above could be arranged.

2. Mt. Washington Cog Railway Centennial wherein the Presidential party would make a symbolic ride of a few feet on the Cog Railway near the 100th anniversary of the date that President U.S. Grant rode the rain in the summer of 1869.

3. Dedication of Crawford Path, Crawford Notch. The Crawford Path is the oldest continuously used mountain trail in America, celebrating its 150th year in 1969.

4. We could explore the possibility of having a small area of the Mt. Washington Cog Railway base area designated as a National Historical Site, or of applying for some and the Crawford Pat area simultaneously. I fully realize the reams of red tape and bureaucracy involved in such a project.



Centennial pamphlet (1969)
- Alan Wiswell Collection via Doug Wiswell / Mt. Washington Cog RY FB page

5. A function of the Republic State Committee. Whatever the committee would propose, perhaps this function could take place somewhere in the White Mountains, say at the Crawford House or the Mt. Washington hotel, or perhaps preferably in Concord to denote the significance of the bicentennial of the State House, or other special function. You can be sure of every cooperation of the private enterprises and organizations here in the White Mountains in the planning, scheduling and execution of a President Visit such as was done for President Eisenhower in 1955. I shall look forward to your early favorable reply to the above. Signed, Richard F. Hamilton." *- Littleton Courier - Thu, Jul 3, 1969 pg. 1B*

July 10th

Selling Summit Shares for Renovation: "A Littleton man has come up with an idea worth considering for making the Summit of Mt. Washington of vital concern to the public in general. Recalling that when the state acquired Franconia Notch, a campaign by clubwomen and others in the "selling" of trees to interested citizens of all ages resulted in raising the $400,000 needed for the project, hotelman George E. McAvoy suggests applying the same principle to Mt. Washington. He recommends the following: The state survey the land, creating parcels on 49 acres owned by the state of one-foot squares with a legal deed to this person's ownership of the most unique land in the East or for that matter in the country. This deed would grant nothing to the owner as the state would retain all rights to renovate, build, etc. Since the state has 49 acres at the top, this would yield 43,560 feet per acre or a total of 2,134,440 lots of land to be sold at $10 or $20 per lot with a yield of from $21 million to $42 million to the state for development purposes. To continue this as a constant source of revenue,

the State Legislature could create the top of the mountain as its own township and tax each plot of land one dollar per hear or a yearly yield of $2,134,440. This would amply pay all expenses plus the foreclosures on those that did not pay the taxes and the resale of these plots of land. A development office could be placed at the top where deeded land could be sold to the 250,000 people per season that reach the top. Mr. McAvoy has passed his suggestions along to Gov. Walter Peterson. We believe the idea has considerable merit as a way to involve the public in the future of the Summit of Mt. Washington and to finance the development program which will be proposed." *- Littleton Courier – Thu, Jul 10, 1969 pg 2C*

July 17th

Free Cog Ride: "Robert B. Greendyke of Manns Hill, Littleton, won a free ride when visiting the Mt. Washington Cog Railway recently. Each year, the Cog Railway carries tens of thousands of people from all over the country to the summit of Mt. Washington. This year, as part of the Railway's 100th Anniversary Celebration, every 100th passenger is the complimentary guest of the Railway. Mr. Greendyke was one of the 100th riders and was the recipient of one of the guest tickets."

- Littleton Courier – Thu, Jul 17, 1969 pg. 8

Mustang Debbie: "Miss Deborah "Debbie" Clifford, 16-year-old daughter of Mr. and Mrs. David G. Clifford, 1500 Dana Ave., Palo Alto, Calif., was the holder of the winning ticket for a 1969 Ford Mustang at the Mt. Washington Cog Railway Centennial Dinner on July 3 at historic Crawford House at Crawford Notch. Her ticket was drawn from a butter church by Miss Linda Swearingen, daughter of the toastmaster at the dinner, John Swearingen, president of Standard Oil Co. of Indiana. Although Miss Clifford was not present at the dinner, she received word of her new car shortly afterward. Debbie, who just turned 16 in April, was on a three-week vacation to the White Mountains with her mother, visiting her grandfather, Ira Buck, and her aunt, Miss Helen Buck of West Lebanon when she purchased the winning ticket at the Base Station of the Mt. Washington Cog Railway. Interested in water skiing, snow skiing and animals, she is a junior at Palo Alto High school and hopes to attend Stanford university. When asked what her reaction was when she received the news that she had won a 1969 Ford Mustang, Debbie replied that she was so overwhelmed she wept. The winning ticket, one among several thousand sold during the past year for the benefit of the Mt. Washington Observatory at the top of Mt. Washington, was purchased only 11 days before the drawing. The vacation trip to the White Mountains was the first Debbie had taken since she was six years of age. She has lived all her 16 years in California and likes to compare all other places with the one she knows best. Every new place has its special good features but California to her is the one that beats them all. Debbie has an older brother and sister, both married, and is presently an aunt to three nephews and two nieces. She expects to take the car back to California where it will be the second Mustang in her family. Mrs. Arthur S. Teague, President of the Mt. Washington Railway Co., greeted Debbie and her mother and Miss Buck upon their arrival at the Base Station to claim the car. Mrs. Teague entertained the Cliffords at luncheon and shortly thereafter transferred the keys of the new dark green Mustang, purchased from North Country Motor Sales in Lancaster, to Debbie. Since the winner's father was in California when news of winning the car reached her. Debbie immediately contacted him for his advice and thereafter handled by herself all the arrangements in acquiring the new vehicle, a considerable accomplishment for a young lady of 16. Mr. Clifford, a gradu-



DEBBIE CLIFFORD (LEFT), WINNER OF THE COG RAILWAY CENTENNIAL FORD MUSTANG, is shown at the Base Station of the Mt. Washington Cog Railway with her new car and Mrs. Ida May Rodgers who sold her the winning ticket.



ate of Dartmouth college in Hanover, is an electrical engineer with Varian Associates. He is familiar with the Mt. Washington Cog Railway as is his wife who spent her childhood in the Hanover area." *- Littleton Courier – Thu, Jul 17, 1969 pg 4B*

July 20th

"One Small Step...": 100 years after Mount Washington Railway tracks reached the summit, the United States reached the other destination that one New Hampshire lawmaker was willing to charter to Sylvester Marsh in 1858. There was still no regular AC power source at the Base Station and thus no television sets to be viewed to watch the lunar landing. Next Generation Cogger Roger Clemons remembers "the Cog renting two rooms at the Silver Fox Motel, the management covered the floors with mattresses and everyone was invited to watch the moon landing.... I've always thought what a juxtaposition; The "Railway to the Moon" finally got there, but under different management. Niles (LaCoss) noted that they beat us to it. Earl Cone, Harold Adams, Steve Christy, Tricky (Richard) Tirrell, Peter Jesky; old and young alike, watching the newest technology for travel." The moon landing was a milestone for the Jitneys as well. They were moving from Chester, Vermont to Derby Line, Vermont where Norm had a new job as superintendent of schools. Everything from the Orcutt Drive house was packed and loaded on July 20th except the television, sleeping bags and air mattresses (that leaked). The Lewis family watched from the living room floor, slept there, loaded and left the next morning. The move was complete by the time the astronauts safely splashed down on July 24, 1969.

***One Grey Lady Travel Profile*:** "One hundred years ago this month, the first Cog-railway train reached the summit of Mount Washington, which, at 6,288 feet, is the highest mountain in the American northeast. that dramatic trip, made on July 3, 1869, marked what was to be the first time that a steam engine had climbed a mountain; that locomotive, *"Old Peppersass,"* is on display at Marsh-Field, the railway's base station. The railway became a top tourist attraction within a few years of its debut, and it still is. Twin Mountain is on U.S. 3, which runs up the middle of the state, and Marsh-Field base station is at the end of county road about 10 miles east of Twin Mountain. President Ulysses S. Grant, together with his wife and son, Jesse, made the scenic trip only a month after the line was opened, and in 1877, President Rutherford B. Hayes and his family rode the train. The centennial of the cog railway is being observed with fitting activities this summer. The railroad has already opened its season, and the official celebration was marked July 3 with a dinner at Crawford House, which is where President Grant stayed. In keeping with the anniversary year, a commemorative coin has been struck and is available at Marsh-Field (also called Base Station). Cog-railway historical material is on display, and every 100th passenger gets a free ride, thus saving the round-trip fare of $6.95.

A new locomotive, the *Colonel Teague* - it honors the late Arthur Teague, former president of the cog railway - is under construction in the engine shop and is open for inspection. The trip is a three-hour excursion; last year, about 50,000 people made it. On the railway's route to the summit the average uphill grade is about 25 percent, with the steepest section of track being a formidably 37.41 percent grade. The tracks are laid out on a continuous three-mile trestle that curves to the summit, and there is a center track of pinions that are gripped by a ratchet wheel to prevent slippage. The engine pushes a single car in front of it.



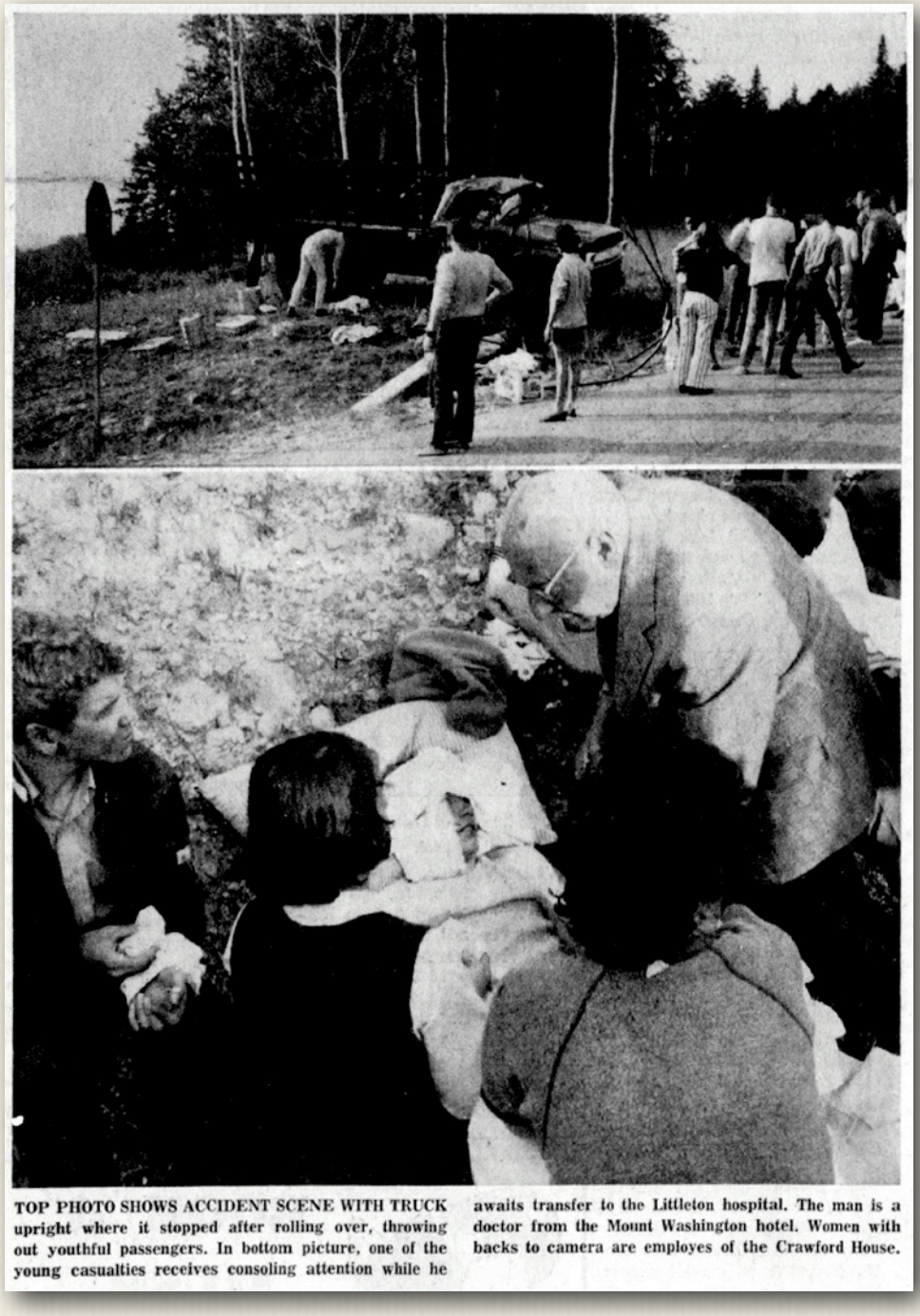
Repairs completed, engineer Norm Koop ready to run his engine back up to Marshfield. (July 1969)
- Koop Family Collection

Credit for conceiving the cog railway belongs to Sylvester Marsh, a native of the rugged New Hampshire mountain community of Campton, who made a fortune in meat packing in Chicago. Construction was pushed during the summer of 1866 and a quarter mile of track was built, including a trestle bridge of the Ammonoosuc River. It took three years to complete the entire track. The installation, just before World War

II, of three sidings makes it possible to run more than one train at a time on the single right-of-way. The trains on the way up can move onto a siding and thus permit a descending train to pass. Through the years, the mountain journey has never lost its appeal. During the ascent the train climbs 3,719 vertical feet to the summit and passes from a temperate zone where there are thick forests of red spruce, to above timberline. On top, only grass and alpine flowers are scatted sparsely among the rocks. Also on top are a United States weather station, an observatory-museum, a hostelry and several other buildings. From that vantage, it is possible to enjoy a full panoramic view of the Presidential Range, Maine, Vermont and, beyond, Canada. On a clear day one can see as far as the Atlantic Ocean." *- New York Times - Sun, Jul 20, 1969 sec. 10 pg. 1 & 11*

***NYT Profile Author*:** "Mountain Musing: Our attention has been called to the July 20 issue of the *New York Times* which had a magnificent spread on the 100-year old Mt. Washington Cog Railway. It was written by N.H.'s great and good friend Mike Strauss of the *Times* sports staff, who does feature stories for that newspaper as a sideline. "We here at the N.H. Office of Vacation Travel were elated that it was selected to 'lead' the travel section of the Sunday Times issue," writes "Deak" Morse from the Concord office."

- Littleton Courier – Thu, Aug 28, 1969 pg 4



TOP PHOTO SHOWS ACCIDENT SCENE WITH TRUCK upright where it stopped after rolling over, throwing out youthful passengers. In bottom picture, one of the young casualties receives consoling attention while he awaits transfer to the Littleton hospital. The man is a doctor from the Mount Washington hotel. Women with backs to camera are employes of the Crawford House.

July 21st

Cog-bound Truck Accident: "UPI: A flatbed truck carrying 34 young people overturned Monday *(7/21)* at the base of Mt. Washington, injuring all of them, many seriously. Police said the truck was en-route to the Cog railway, which provides a scenic trip up the side of the mountain. George McAvoy co-owner of a resort hotel near the mountain and one of the first witnesses at the scene, said, "Good God, there were kids all over the place. There was blood, kids screaming. You never saw anything like it." Police were unable to determine what caused the accident. The injured, described as "teenagers,' were rushed to Littleton hospital 24 miles away. All of the injured were at the hospital within an hour and a half of the accident."

- Bridgeport (CT) Telegram - Tue, Jul 22, 1969 pg. 1

"Thirty boys, all but one from Massachusetts, have been injured - one seriously when an open truck they were in flipped over Monday *(7/21)* night on a trip to Mt. Washington's Cog Railway. State Police said there were 34 boys in the truck which plunged into a five-foot ditch and up a seven-foot embankment off Route 302. The group of teen-agers, golf caddies at the Bald Peak Colony Club in nearby Melvin Village, were strewn on the highway. Listed in serious condition at a hospital in Hanover was Steve Kelley, 14, of North Abington, Mass., who lost an arm in the accident. Other injured were taken to hospitals in Littleton and St. Johnsbury, Vt."

- AP in Bridgeport (CT) Post - Tue, Jul 22, 1969 pg. 5

July 27th

Among the Clouds Souvenir: "Liz Dowling of Beaufort, S.C., is editor of the *Among the Clouds*, and is on hand daily at the Marshfield Station to record the names and addresses of all passengers on the Cog Railway.


100 YEARS OF STEAM 1869-1969

Among the Clouds

PUBLISHED BY THE MOUNT WASHINGTON COG RAILWAY COMPANY

VOL. 2, NO. 5 | SUMMER OF 1969 | BASE STATION | MT. WASHINGTON, N. H. | 50 CENTS

Cog Railway Trip Exciting

For a fee of 50 centers per copy she will send the issued containing your name to your home as a souvenir of your visit to Mt. Washington."

July 29th

Boys Choir Marshfield Concert: "Mountain Musing: As another feature of the Mt. Washington Cog Railway Centennial, the Bretton Woods Boy Singers presented an hour's concert in the lobby at the Marshfield Station Tuesday *(7/29)* noon before an appreciative audience."

- Littleton Courier - Thu, Jul 31, 1969 pg. 4

Five Days of Rain - Cog Escapes: "The unprecedented five-day rainy spell caused concern on the part of many North Country tourist executives as most reported a sharp downturn in tourism in a week normally considered by most as the best of the season. Flash-flooding also caused some damage at several White Mts. Attractions as official began assessing the effects of the extended rain and repairing washouts. Most seriously affected was the area around Mt. Washington, the Northeast's highest peak. The Mt. Washington Auto Road reported "serious washouts" along several sections of its eight-mile road that would keep it closed to through traffic for several days. The damage was done Tuesday, July 29 as a record 7.2 inches of rain deluged the mountain area in a 24-hour period. On the other side of the mountain the famed century-old Cog Railway narrowly escaped as the flash flood tipped a trestle on the cog tracks near the Base Station. By noon Wednesday, July 30 however, workmen had righted and shored up the trestlework, repaired damage and the railroad was able to resume operations." *- Littleton Courier - Thu, Aug 7, 1969 pg. 1*

July 31st

Arizona Charlie & the Colonel: "O. C. Hooker, well-known as "Arizona Charlie," and a frequent visitor to the White Mountains, has given a winning $100 ticket in the Cog Railway's Centennial Drawing to the Mt. Washington Observatory. A familiar figure who enjoys railroads, prospecting, nature and people, Mr. Hooker considered the late Col. Arthur S. Teague, former president and general manager of the Mt. Washington Cog Railway, as a good friend. Because of this friendship, Mr. Hooker decided that if his ticket should win any prize in connection with the Mt. Washington Cog Railway's Centennial drawing, that prize would be for the Observatory. Col. Teague several years ago invited Mr. Hooker and his wife, Dorothy, to be his overnight guests at the Summit House on Mt. Washington. Spending the night there had been a dream that Mr. Hooker had often wished might come to a reality and because of the kindness of the late Col. Teague, this dream came true. It was one of the most memorable experiences of Mr. Hooker's life and one which he will never forget. Mr. Hooker, who was born in Kansas, lived in Virginia as a child, and as an adult worked for many years in the Washington (D.C.) area as well as in Oakland and San Francisco, Calif., as a construction worker. He has had a great affection for the White Mountains which he terms the "Gem of New Hampshire." He has taken many hundreds of feet of motion picture film of the area which have been shown throughout the United States. In the summer of

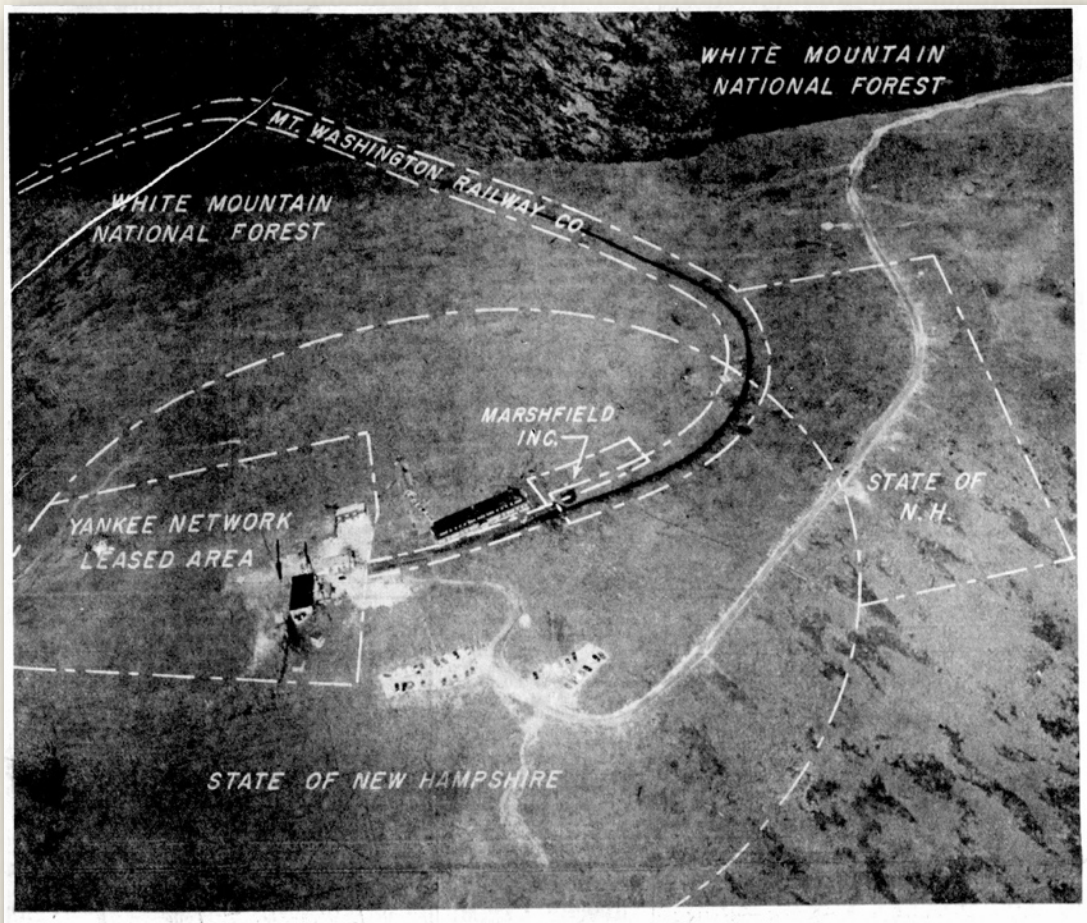


MR. AND MRS. O. C. HOOKER

1969

1953, Mr. Hooker was asked to present at the National Parks Program in Washington, D.C., a film entitled "White Mountain Holiday" which shows the scenic beauty of the White Mountains in all four seasons of the year. On Oct. 4, 1952, he captured on film a series of unique scenes of a frost storm at the Summit of Mt. Washington. The Cog Railway train on which he rode to the top was the last train to run that day because of severe weather conditions. Three days of rain and strong winds which had preceded his Summit trip had finally let up, allowing a few trains to ascend the mountain that day. However, upon arrival there the winds were gusting up to 85 mph and the temperature was 15 degrees above zero. Frost fingers on everything visible made the film an especially notable one. Mr. Hooker had about five minutes to capture the scene before the Cog train had to make its descent. Although Mr. Hooker's permanent address is in Woodward, Pa., where he owns a home, he spends most of his time traveling with his wife in their house on wheels throughout the United States. It was in Arizona that he acquired the name of "Arizona Charlie" presumably because of natural similarity to the prototype of a prospector. He has panned gold and often puts on demonstrations for the public in the guise of prospector. He has appeared in historical parades and is a colorful figure, lending a touch of the Old West to such places as Clark's Trading Post in Lincoln and at the Base Station of the Mt. Washington Cog Railway. If one were to ask Mr. Hooker what his initials stand for, he would see a smile come over his pleasant, bewhiskered countenance, and with the usual twinkle in his sparkling blue eyes, Mr. Hooker would say that his grandfather was a great admirer of the famous Oliver Cromwell, the only President of Great Britain, and names his son after this illustrious statesman, and his son in turn carried on the admiration and named his son the same name. Thus there is a unique combination in Mr. Hooker – a combination which reveres the historical past, enjoys the natural wonders of the present and looks forward to seeing just as much of this great country and the people as time and opportunity will permit."

- Littleton Courier - Thu, Jul 31, 1969 pg. 8A



Suggests Public "Ownership" Of Summit

RECENTLY A LITTLETON MAN, GEORGE E. McAVOY, who is completing 20 years as operator of Thayers hotel and who is co-owner of the Crawford House, came up with an idea that, if followed through, could well more than finance the proposed development of the state-owned land at the Summit of Mt. Washington. (See editorial in The Courier of July 10, 1969.) He suggests applying the same principle in this instance as was used during 1927-28 when $400,000 was raised by the N.H. Federation of Women's clubs and others, primarily through the "sale of trees" in the Notch to school children for a few pennies to larger amounts. More than 15,000 persons joined the unique campaign that provided money for the purchase of the Franconia Notch State Reservation as it is known today. By applying this same approach, Mr. McAvoy suggests that the more than 49 acres of state-property at the Summit be divided into one-foot square parcels that could be "sold" for $10 to $20 per lot. Using the figure of 49 acres, this would yield 43,560 lots per acre or a total of 2,134,440 lots of land. The yield at $10 per lot would be $21 million to the state for development purposes. Shown in above aerial photo of the summit is the approximate area comprising the 49.09 acres owned at the Summit by the State of New Hampshire. As a continuing source of revenue, Mr. McAvoy suggests that the State Legislature could create its own township at the Summit and "tax" each plot of land purchased $1 per year for an annual yield of $2,134,440. He suggests a development office could be placed at the Summit where deeded land could be sold to the 250,000 people who visit Mt. Washington each year. Mr. McAvoy has passed along his suggestions to Governor Peterson who has informed him that they will be turned over to the Mt. Washington Summit Commission for study. It should be noted that the state of New Hampshire would actually retain ownership of the land, the sale of one-foot lots being purely an opportunity for the general public to have a share in a worthwhile development program at the "Top of New England." (Above photo provided at The Courier's request by the Publicity Division of the N.H. Dept. of Resources Economic Development, and the approximate location of the state—owned property was sketched at The Courier's request by the N.H. Dept. of Public Works and Highways.)

- Littleton Courier - Thu, Aug 14,1 969 pg. 1

August 1st

Rationale and Conceptual ***Plan for Mount Washington Summit Development*** by Carter & Woodruff submitted - General Cost estimates $2,546,600 - so-called Spaulding Committee gets the US Air Force to remove two structures abandoned for 10 years, according to 1971 Master Plan document.

August 6th

A 100th Centennial Rider: "George C. Towle Jr. of 42 Parker Ave., recently won a free ride on the Mt. Washington Cog Railway at Mt. Washington, N.H., as a hundredth passenger during the railway's 100th anniversary celebration." *- Newport (RI) Daily News - Wed, Aug 6, 1969 pg. 2*

August 10th

Governor Adams on Rail: Ralph Morse of the New Hampshire Office of Vacation-Travel sends a letter to the editor of the New York Times. "Aware of the interest of many of your readers in a rebirth of train passenger service, I submit a few pertinent remarks made by New Hampshire's former Governor Sherman Adams, at the 100th anniversary din-

ner for our Mount Washington Cog Railway. Mr. Adams's comments: There is great inspiration in looking down in Burt Ravine and out upon the majestic peaks of the Presidential Range from your seat in the Mount Washington coach. But hardly less inspiring is the view of the Rockies from the windows of the California Zephyr and the antelope country from the Union Pacific's City of San Francisco. And the views of the Connecticut River Valley and the White Mountains from the long-departed windows of the Boston & Maine that used to stir the emotions of all of us who lay claim to Northern New England ancestry. To see these trains, one by one, die the death of economic starvation is a source of deep regret to most of us. The treatment accorded the passenger-carrying railroads of this country by Government displays a sorry lack of foresight and is little short of a national disgrace. The results of this treatment are now becoming all too apparent with the incipient crisis in air transportation, overburdened highways taking their staggering tolls in human life and the desultory efforts of Government belatedly to come to the rescue of bankrupt rail passenger transportation in the Northeast Corridor." *- New York Times - Aug 10, 1969*

August 12th

Commission Members Picked: "On Tuesday of this week *(8/12)* the Governor and Council approved appointment by Gov. Walter Peterson of State Sen. Charles Armstrong of Littleton, former Gov. Sherman Adams of Lincoln, Robert Morrell of North Conway, Charles Hunt of Manchester and Rep. Doris Spollett of Hampstead as state appointed members of the Mt. Washington Summit commission authorized by an Act of the recent session of the N.H. Legislature. The Act provides for two members of the commission appointed through concurrence of the boards of directors of the Mt. Washington Auto Road, Mt. Washington Observatory, Mt. Washington TV, Inc., and the Mt. Washington Cog Railway. These members are Joseph Dodge of Conway and Atty. Jack Middleton of Manchester. Ex-officio members are to be appointed by the supervisor of the White Mountain National Forest and the president of the Appalachian Mountain Club."

- Littleton Courier - Thu,Aug 14, 1969 pg. 1



TOOK TRIP — Miss Margaret O'Connor (left) and sister, Helen, of Parker st., Somerville were guests on the Mt. Washington cog railway recently.

August 16th

Somerville Sisters Ride Free: Somerville Stroller column: "Miss Margaret O'Connor, of 10 Parker st., Somerville, and her sister, Helen, *(right)* of the same address were the recipient of a free ride when visiting the Mt. Washington Cog Railway at Mt. Washington, N.H. Each year, the Mt. Washington Cog Railway carrie tens of thousands of people from all over the country to the summit of Mt. Washington. This year, as part of the railway's 100th anniversary celebration, every 100th passenger is a complimentary guest. Miss O'Connor and her sister received a guest ticket on the day they visited the Base Station recently."

-Boston Record American - Sat, Aug 16, 1969 pg. 23



August 25th

Generations of Time: Shirley Kent knows her husband, Bob, received a pocket watch from the crew on this day in 1969, and suspects it occurred at that year's Cog Party. Nearly 50 years later the watch *(right)* found a new owner, Bob's grandson. Shirley Kent on Facebook, June 22, 2018: "Bob just gave his pocket watch from the Coggers 1969, to his grandson Charlie as a graduation gift. Charlie loves pocket watches and the Cog."

Mt. Washington Commission Sworn: "Gov. Walter Peterson swore in members of the new Mt. Washington Commission on the mountain's peak, highest in New England, and admonished them of their "heavy responsibility" in preserving the state's natural resources. The governor told the commission members long-range planning is needed to preserve the natural resources of the country as well as the state. "What a sight!" the governor exclaimed as he took in the view from the

FOR SALE—standard Poodle puppies, black. 1 male, 1 female. $150. Jane Teague, Cog Railway. 35-1p

- Littleton Courier - Thu, Aug 28, 1969 pg 2A



—Photo by Helen Merrill

Welcome Sign For State Police

A NEW RUSTIC SIGN WELCOMING PEOPLE TO NEW HAMPSHIRE has been given to the State Police headquarters at Twin Mountain. Made of two-inch thick pine with lettering routed and painted a dark brown, the sign also has a replica of the Old Man of the Mountains done in fine stones. The sign was made and donated by Raymond Fahey of Twin Mountain, who also has given a sign to Mrs. Arthur S. Teague to be displayed at the Mt. Washington Cog Railway and which reads: "Welcome to the Cog Railway in the Heart of the White Mountains."

- Littleton Courier – Thu, Sep 18, 1969 pg. 5C

6,288-foot peak. Visibility was estimated at 200 miles. Commission members include former Republican Gov. Sherman Adams of Lincoln, Robert Morril of North Conway, Charles Hunt of Manchester, Republican Sen. Charles Armstrong of Littleton and Republican Rep. Doris Spollett of Hampstead."

- Nashua (N.H.) Telegraph - Mon, Aug 25, 1969 pg. 13

Editorial: "Appropriately enough, the Summit of 6,288-foot Mt. Washington was the locale last week as Gov. Walter Peterson administered the oath of office to members of the newly appointed Mt. Washington commission. He stressed the necessity for long-range planning and the "heavy responsibility" the commission shares in preserving the great natural resource represented by the Summit "not only for New Hampshire but for the rest of the nation as well." Area residents serving on the commission include State Sen. Charles Armstrong of Littleton and former Gov. Sherman Adams of Lincoln. The commission's findings will be greeted with a great deal of interest."

- Littleton Courier - Thu,Aug 28, 1969 pg. 2C

September 11th

Do-It-Ourselves Promotion Urged: "The growing need of the businesses and leading citizens of the White Mountains area and for the tourist business in general to work together for their own good was scored by Robert Morrell, owner of Story Land set in Glen, at the annual barbecue of the White Mts. Recreation association held on the summit of the Cranmore Mt. Skimobile in North Conway. The purpose of the gathering was to report on the association's activities and to interest more area businesses in supporting their promotional efforts. "Dick" Hamilton, Lincoln, publicity and public relations man for SKI 93 spoke of his activities during his three-month leave of absence from SKI 93 to work with the White Mts. Recreation association. He told of successful efforts in promotion of the Cog Railway Centennial in cooperation with the railroad and the state, resulting in several nationally syndicated articles and pictures as well as TV shows on WBZ and WENH. Hamilton led the annual information attendants' tour in June sponsored by the association for the past 10 years as a familiarization trip for persons involved in dispensing information to the public. He talked of his continuing program of surveys and market research to help the group identify their customer and know best how and where to advertise for him. Hamilton spoke of other publicity ventures, the entertaining of visiting newspapermen, the 16 news releases on attractions and the area that were sent out, the more than 300 photographs sent to papers and TV sta-



No. 6 at Summit (1969)
- Photo by tourist Raymond Johnson

tions, and the new travel program begun with Northeast Airlines and travel agents. This program centers around a week-long package plan on the mountains. A special film was made by the airline to show in the South and more than 30 airline personnel from key cities were given familiarization trips here. He concluded by outlining his efforts in political action in the spring during the legislative budgetary sessions and the latest attempts to interest President Nixon to come to the White Mts. To dedicate Mt. Eisenhower."

- Littleton Courier – Sep 11, 1969 pg 3

NH Clubwomen Hear Ellen: "Mrs. Arthur S. Teague, president of the Mt. Washington Cog Railway, and U.S. Sen. Thomas McIntyre were principal speakers Thursday evening *(9/11)* of last week at the 70th field meeting of the N.H. Federation of Women's Clubs held at the Mountain View House in Whitefield. Mrs. Teague, who was presented by Mrs. David R. Sparks of Whitefield, spoke on "100 Years of Steam." She noted that currently the second century of steam is beginning, and "God willing, we'll have another 100 years." She traced the history of the Cog Railway. Sen. McIntyre spoke on South America."

Littleton Courier – Thu, Sep 18, 1969 pg. 1A



Mr. and Mrs. Ralph Wurst

September 17th

Erie PA Cog PR: "Mr. and Mrs. Ralph Wurst, 3119 Zimmerman Road, Erie (PA), are posed at the base station of the Mt. Washington Cog Railway in front of historic *Old Pepperass*, the first cog engine to reach the summit of the mountain in July, 1869. This year, as part of the Railway's 100th anniversary celebration, every 100th passenger is the complimentary guest of the Railway. The Wursts received one of the guest tickets."

- Erie (PA) Times-News - Wed, Sep 17, 1969 pg. 35

September 18th

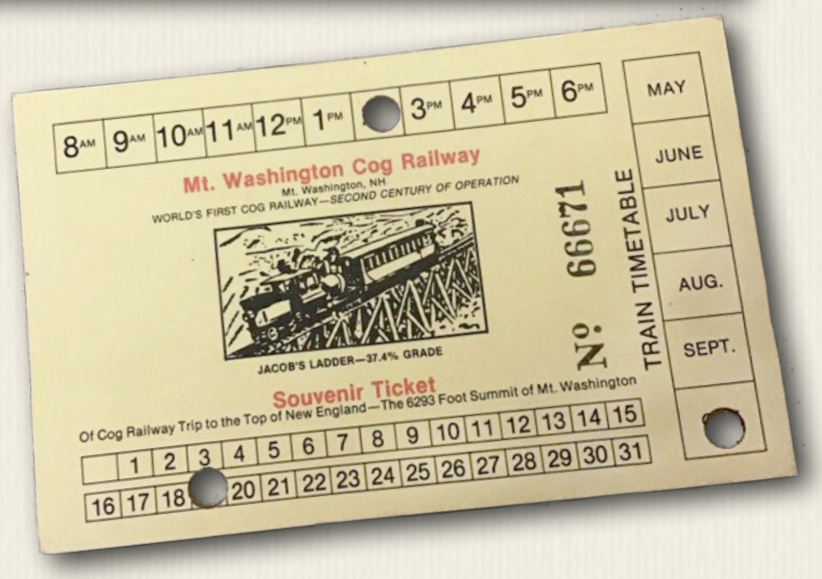
Lotsa Cog Bumpers: "The Chamber of Commerce, through its members and the Information Booth, dispensed 1,850 bumper stickers *(below)* last month commemorating the Cog Railroad Centennial. The project was well received by member of the Chamber of Commerce and tourist alike.

- Littleton Courier – Thu, Sep 18, 1969 pg. 3



September 19th

Newcomen Honors Cog: "Further honors came to the famous Mount Washington Cog Railway and its president, Mrs. Arthur S. Teague, Friday night *(9/19)*, when she was the guest speaker at a dinner meeting of the Newcomen Society of Norther America. 250 members and guests of the society… gathered in the Century Hall of the Mountain View House at Whitefield to mark the 100th Anniversary year of the world's first cog railway and pay tribute to Mrs. Teague who became president of New Hampshire's famous attraction on the death of her husband, Col. Arthur S. Tea-



gue. Mrs. Teague, first woman guest speaker before such a gathering, gave an excellent account of the history of the cog railway and told amusing anecdotes about the men who have been responsible for conceiving, constructing and perpetuating this unique mountain conveyance for the past 100 years. In introducing Mrs. Teague, Gov. Peterson said, "Tonight we will all be privileged to hear from a woman whose courage, determination, capacity for hard work, and purpose of mind are familiar executive assets. But this railway president has brought charm and grace to the office which is, in my experience." The dinner, another event in the centennial year celebration of the Mt. Washington Cog Railway, was attended by people from New England, New York, Pennsylvania, Ohio and Florida, who thoroughly enjoyed the famed Mountain View House food, service and hospitality." *- Littleton Courier – Thu, Sep 25, 1969 pg. 1 & 6*

October 8th

Jane In Hospital: "Miss Jane Teague, daughter of Mrs. Arthur S. Teague of the Mt. Washington Cog Railway, is a patient at Mary Hitchcock Memorial hospital in Hanover. On Wednesday *(10/8)* evening of last week she fell downstairs at her home and sustained a fracture of the left leg. She is in serious condition and would welcome cards and letters from friends."

- Littleton Courier – Thu, Oct 16, 1969 pg. 5

October 11th

Couldn't Be Done: "Mountain Musing: Thousands of feet of film were shot on Mt. Washington last week to make a 60-second commercial which will appear on television in April of next year. An NBC TV crew visited the Base Station and rode the Cog Railway train to the Summit to make the film which will be sponsored by the American Tel. & Tel. Co. on NBC-TV, a program featuring 30-40 enterprises that somebody said "couldn't be done!" – such as Sylvester Marsh's "railroad to the moon." Incidentally, after a lapse of several years, the Cog Railway once again has direct telephone communication, with the installation of a line to the Base Station and the beginning of service last Saturday (*10/11*)."

- Littleton Courier – Thu, Oct 16, 1969 pg. 4

October 12th

Cog Season Closes: "The Mt. Washington Cog Railway ended its 100th year Sunday (*10/12)* night after enjoying a very good season. It carried 500 passengers on both Saturday and Sunday."

- Littleton Courier – Thu, Oct 16, 1969 pg. 4A

NH Columbus Day Crush: "From the Canadian border to Massachusetts, New Hampshire found itself crammed full of visitors over the weekend. In Berlin-Gorham, police told of groups wandering the street Saturday night "with nowhere to go." A local hotel slept guests in the dining room when all other rooms became full. Tourists returning from the Mt. Washington Cog Railway last night *(10/12)* told of how food ran out at the mountain attraction and the cafeteria was forced to close. "There are no accommodations open from Conway north to the Canadian border," one official reported." *- Manchester (NH) Union Leader - Mon, Oct 13, 1969 pg. 12*

October 16th

Kidder Book Described: "Just published in a limited, numbered edition is a valuable 184-page book entitled "Railway to the Moon" by Glen M. Kidder. It is a history of the Mount Washington Cog Railway and celebrates between its attractive hard covers the 100th birthday this year of that famous White Mountain attraction. The first edition, containing over 200 pictures, many of them very rare, was printed by the Courier Printing Company, Inc., of Littleton and bound in buckram by the New Hampshire Bindery of Concord. Mr. Kidder, a chemist with the U.S. Army Natick Laboratories, has one of the largest collections of old photos of the Cog Railway in existence, and his painstaking research has extended over many years. The author pays tribute to Sylvester Marsh whose "brainchild" became the world's first cog railway and traces the century since 1869 through the golden era, ownership by the Boston & Maine railroad and the days of toil and triumph by the two Teagues – Henry and Arthur. In a foreword, Sherman Adams of Lincoln, former governor of New Hampshire, speaks of Sylvester Marsh: "If I had asked Sylvester Marsh what drove him to build the Cog Railway he would have replied, 'Because they didn't think I could do it!' The railroad is first the product of the innovative mind of a determined man, inspired and propelled by a fervor for exploration into what others labelled the impossible." This valuable volume also contains a list of suggested reference books, a roster of all the engines that have been used on the railway, and their identifying characteristics. The author, born in 1913 of old Yankee lineage, with a strong family background in railroading, is a native of Ayer, Mass., and a graduate of Lowell

(Mass.) Textile Institute with a degree in chemistry. He served in the U.S. Army from 1942-46 after which he worked as a chemist in Cambridge and Lowell, Mass. In addition to collecting data on the Mount Washington Cog Railway down through the years, Mr. Kidder's other hobbies include White Mountains history, logging railroads of New Hampshire, prototype railroads, scale model railroading, Lake Winnipesauke steamboats and horticulture. Copies of this first, and limited edition may be obtained postpaid by sending $12.50 to Glen M. Kidder, 486 Great Rd., Acton, Mass. 01720."

- Littleton Courier – Thu, Oct 16, 1969 pg. 2A



- Littleton Courier – Thu, Nov 13, 1969 pg. 4A

November 18th

"***Suppression" Hampered 1967 Wreck Rescue***: "Dr. Francis Appleton of Gorham, (NH) the first physician to reach the scene of the 1967 cog railway crash at Mt. Washington, says suppression of information and ill-directed restrictions diverted trained rescuers from the scene. He told the state's first emergency health service seminar here *(in Bedford, N.H.)* Tuesday *(11/18)* emergency preparedness was sacrificed by what he called "overzealous suppression" which hindered rescuers and news coverage. Appleton said District Conservation Chief Paul Doherty was told the emergency was under control and National Forest Director Rick Goodrich was told his services and equipment were not required. Appleton said this resulted in double handling of the first load of 17 seriously injured persons because only one canvas stretcher was available. "The suppression of information and ill-directed restrictions," he said, "incidentally applied to all others - including well-trained would-be rescuers and experienced newsmen."

- Nashua (N.H.) Telegraph - Wed, Nov 19, 1969 pg. 26

November 23rd

Alma Mater Gift: "A timely volume titled "Railway to the Moon" was presented to his alma mater this week by 1934 Lowell Technological Institute graduate Glenn M. Kidder. The authentic history of the unique Mt. Washington Cog Railway was given the LTI Alumni Memorial Library in gratitude for his education at the Institute. President and Chancellor Martin J. Lydon accepted the inscribed copy of the limited edition, published this centennial year of the railroad's founding. The work represents the culmination of many years of research. Also entailed was the editing of an extensive collection of authentic photographs that illustrated the history of the hundred-year old railroad. A native of Ayer (MA), Mr. Kidder is a chemist for the U.S. Army Natick Laboratories. The decade-long project utilized as well the author's related interest in White Mountain history, logging railroads and scale model railroading. Mr. Kidder resides at 486 Great Rd., Acton."

- Lowell (MA) Sunday Sun - Sun, Nov 23, 1969 pg. 34

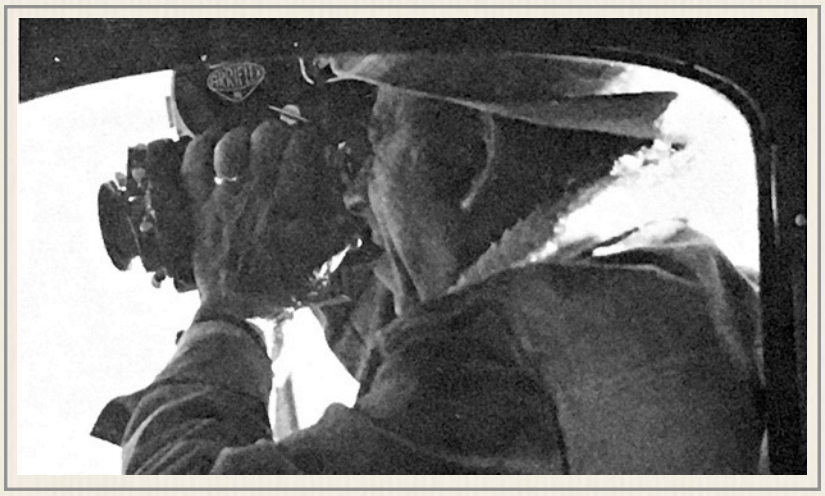


November 28th

AT&T Filming Described: "Every creative feat of imaginative man has been accomplished to a chorus of nay-sayers bellowing, "It can't be done." New Hampshire's famed Cog Railway… had its early doubters more than 100 years ago, before *Old Peppersass* chugged its way up the side of New England's highest peak. In 1858, when Sylvester Marsh petitioned Granite State legislators for a charter to build this first-of-its kind railway, they hailed him as "just plain crazy." "Might as well try to build a railroad to the moon." In answer to this theme of "It Couldn't Be Done," the Long Lines department of A.T.&T. is sponsoring an



hour-long television program next spring in tribute to those architects who dreamed about and those builders who dug and fastened the monuments of our times. These architects and builders said it could be done and did it in such places as the Panama Canal, Mount Rushmore, the Empire State Building, Boulder Dam, and Mount Washington. The Long Lines special will examine a few of those construction phenomena – feats of the past, using historical footage; of the present, with newly-filmed scenes; of the future, by animation. The TV special, which will be narrated by actor Lee Marvin with music furnished by the popular Fifth Dimension, will be telecast over NBC-TV on Thursday, April 2, 1970, from 7:30 to 8:30 p.m. Even the commercials will be flavored with the program's theme of man being undaunted by a seemingly impossible feat. That's why the authenticity of location was so important to the New York camera crew *(above)*, who recently donned climbing duds and tackled Mount Washington' smile-high slopes to capture their fantastic beauty and the breath-taking cog railway ride. Attaining perfection was the name of the game that day. Veteran film maker Zoli Vidor *(right)* would not even consider cranking up his 16mm lens machine unless he could shoot the perfect, 60-second, commercial segment that he was after for next April's entertainment-public interest special. It was up and down those trestles too many times to count with the puffing, black and green steamer belching its steamy annoyance at Zoli's repeated insistence of "another take." Nature played its role well that day, leaving the sky uncluttered by clouds and giving the camera a panoramic foliage view from Vermont's Green Mountains to the seacoast of Maine. The lone member of the cast, in addition to some "extras" for passengers, was a professional actor dressed in soot-smudged trainman's overalls. He portrayed one of the "Coggers" who man the front car platform *(above)*, carefully eyeing the tracks ahead. The finale, set in the natural beauty of the Presidential Range's northern peaks, has the "Cogger" reciting poetic dialogue saluting builder Marsh and the man-made wonder on which he rides. The steamer's engineer, cued to the second, makes the final ascent along the "Skyline Ridge," stopping his panting charge within hand reach of a temporary outdoor public phone as the "Cogger" concludes the final eight lines of his dialogue….



"So if you plan to brave the slope
And ride our train one day,
May I suggest you call ahead
And have some place to stay.
Or if you wish to share your fun

From atop the mountain's dome,
You'll find right there a handy booth
To call the folks back home."

Those wishing to call ahead or back home now may do so with ease. Service was made available for the first time this year when cable was placed the 10 miles between the Twin Mountain dial office and the railway's base station. Previously, telephone service to the base station was relayed via radio from the summit, which was linked by microwave with Littleton's central office." *(Ed. note: The commercial ending described in the article ended up on the cutting room floor.)* *- The New England Telephone Granite Stater - Fri, Nov 28, 1969 pgs. 1 & 3*

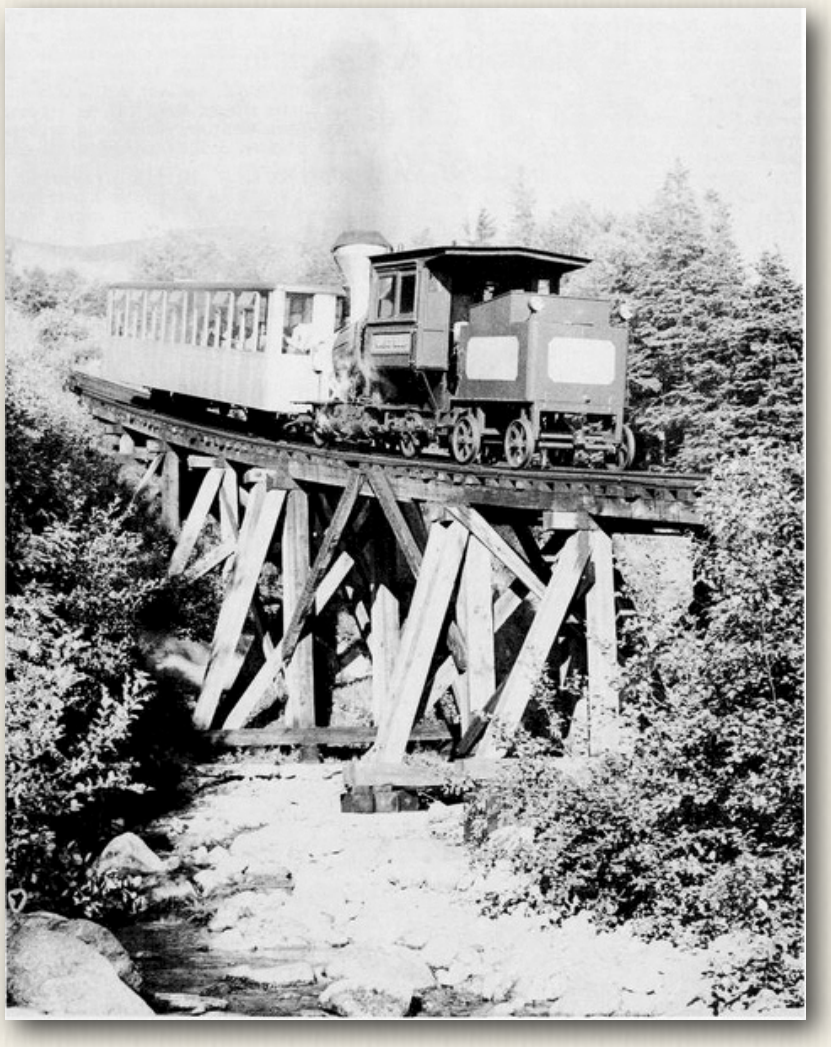
December 11th

NBC Show Update: "Mountain Musing by Jack Colby: The Nov. issue of *The Granite Stater* publication of New England Telephone Co. features a picture story titled "Cog Railroad to Star in TV Special – "They Said it Couldn't Be done" This refers to an earlier report in *The Courier* that AT&T will sponsor an hour-long TV program next spring "in tribute to those architects who dreamed about and those builders who dug and fashioned the monuments of our time – in such places as the Panama Canal, Mt. Rushmore, the Empire State Building, Boulder Dam and Mt. Washington." The TV special will be telecast over NBC-TV Thursday, Apr. 1 from 7:30 to 8:30 p.m. Even the commercials will be flavored with the program's theme of man being undaunted by a seemingly impossible feat – that's why the authenticity of location was so important to the New York camera crew who recently donned climbing duds and tackled Mt. Washington's mile-high slopes to capture their fantastic beauty and the breathtaking Cog Railroad ride." *- Littleton Courier – Thu, Dec 11, 1969 pg. 4*

Snowmobiles & Base Road: "Editorial: The snowsled is here to stay. The sport is growing by leaps and bounds and will continue to do so as the years pass. A week ago, an estimated 300-500 snowmobilers enjoyed the snow cover on the Mt. Washington Cog Railroad Base Road. Last Sunday as many as 300 machines converged on Trudeau road in Bethlehem to travel the forest area. Bethlehem, for generations known as a summer resort, is looking to the burgeoning snowmobile business as exceeding the ski business. There are a total of 75 miles of snowmobile trails in Bethlehem. When snow blankets all of New Hampshire, literally many thousands of acres in the National Forest, State Parks, and on some privately-owned land, will be available to snowmobile owners. New Hampshire has yet to log its first snowmobile fatality due to exposure and is striving mightily to keep the record clean." *- Littleton Courier – Thu, Dec 11, 1969 pg. 2C*

December

A Departing Introduction: Outgoing General Manager Lionel Rodgers sends a holiday letter to the crew introducing their next boss. "First, a "thank you" for helping make 1969 a successful season for the Mt. Washington Cog Railway. The Railway carried almost 40% more passengers than in 1968. May future seasons see continued improvement in traffic! Next year, the Railway will have a new General Manager, Mr. Paul C. Dunn. for the Railway to continue successfully requires that everyone pull together with the Manager. I hope you will give Mt. Dunn your fullest effort and cooperation. I have been busily engaged in getting tarted an engineering practice in the field of Vehicular Traffic Control My new textbook on the subject (Automobile Traffic Signal Control) is due for publication by Chilton Book at the end of this month. The Rodgers hope that we may see you sometime during 1970. Merry Christmas - Happy New Year 1970 - Lionel."



An ascending train powered by 0-2-2-0 No. 6, *Great Gulf* (Manchester, 1874), begins the climb to the summit. The engine is not coupled to the coach, but pushes directly against the car.

1970

January 1st

Mt. Washington Master Plan - includes another version of new Summit House - also extending PSNH power lines via high-voltage three phase cable to heat buildings with electricity for $205,000

http://www.nhstateparks.org/uploads/pdf/Mt%20Washington%20Master%20Plan.pdf

Paul Dunn Appointed GM: ""Mrs. Arthur S. Teague, president of the Mount Washington Railway Co., has announced that Paul C. Dunn has been appointed vice president and general manager. Mr. Dunn, who was chief mechanical officer of the Boston and Maine Railroad until his retirement Oct. 1 after 40 years of railroad service, is no stranger to the Mount Washington scene. He had been employed by the late Col. Henry N. Teague (a graduate of Dartmouth college, 1900) 1931 through 1937. During the 1935-37 Mr. Dunn was on loan from the B&M as superintendent of maintenance and operations for the Mount Washington Cog Railway. He is a graduate of Dartmouth college and has a Master's degree in business and engineering administration from M.I.T."

- Littleton Courier – Thu, Jan 22, 1970 pg 4

Paul Dunn serves nearly four years - before being fired at the end of the 1973 season by Ellen Teague for being "a man who thinks nothing can stop him." In a letter to N.H. Transportation Director Winslow Melvin she writes, "He was hired to work with me, not against me and my family." Melvin responded, "It has been my observation that (Dunn) has been completely loyal to the railroad and has held a high degree of respect and cooperation among the employees responsible for its operations. In pointing this out I realize that you have not held this opinion and have indicated on several occasions that you have felt he was acting in a manner disloyal to you and to the railroad. It is my considered opinion that these occurrences are prompted by personal relationships rather than by his duties as a manager of railroad. I believe that I should call these matters to your attention in the hope that in making a change you will realize that the best interests of the Cog Railway must receive the first consideration. A completely competent and well qualified individual must be secured to carry on this unique operation and proved the necessary supervision in a manner which will present and protect this most popular attraction." Director Melvin conclude, " It is my considered opinion that Mr. Dunn has performed these services in the best interests of the railway and in doing so has overcome many difficulties and ended the present *(1973)* season with the heaviest patronage in the history of the railroad. This should not be overlooked."

- Teague letter to Public Utilities Commission - Sep 14, 1973 / Melvin letter to Teague - Nov 30, 1973

January 22nd

Swiss Order: "Mountain Musing: This past fall Glen M. Kidder, a chemist with the U.S. Army Natick Laboratories, published a limited numbered edition of a 184-page book titled "Railway to the Moon." Printed by The Courier Printing Co., Inc., it is a history of the Mt. Washington Cog Railway in the 100th birthday year of the famous White Mountain attraction. Mr. Kidder writes that he recently received two orders for the book from Switzerland, one of the customers being a descendant of Sylvester Marsh who built the mountain line."

- Littleton Courier – Thu, Jan 22, 1970 pg 4

March 19th

Out To Bid: "Bids will be opened April 2 on a project to construct a sewage disposal system and water storage and distribution system on the Summit of Mt. Washington. Completion date of the job is Oct. 30, 1970, the New Hampshire Dept. of Public Works and Highways announced this week."

- Littleton Courier – Thu, Mar 19, 1970 pg. 8

March 22nd

Base Ski Tour: "Three ski touring trips are scheduled by the recently-formed White Mountains Ski Touring club. All trips are open to anyone interested. The club was organized this year by the White Mountains Region association to encourage ski touring in various locations in the White Mountains. Sunday, Mar. 22, Cog Railway Base Station, 10 am. Meet at Crawford House, Route 302, Crawford Notch. About 12 miles round-trip to the base. For further information contact the White Mountains Region association, Lancaster."

- Littleton Courier – Thu, Feb 26, 1970 pg. 6A

April 2nd

NBC Airs Bell System Show: "Mt. Washington's celebrated Cog Railroad, first in the world and ready for its 101st year of operation this coming summer, is to get moderate exposure on NBC network TV Thursday, Apr. 2 at 7:30 p.m. under the sponsorship of the Bell System. Title of the hour-long, full color show, is "It Couldn't Be Done" and it embraces some 30 "couldn't be done" projects including the Hoover Dan, Mount Rushmore tribute to four presidents, the Panama Canal, the Brooklyn and Golden Gate Bridges, Empire State building and others – plus New Hampshire's first-in-the-World Cog Railway. The Cog Railway segment is shown during one of the commercials *(next page)* for the sponsor." *(Editors note: The Bell System ad featuring the Cog Railway may be found in the Internet Archives - archive.org - search Mt. Washington Cog Railway Bell)*

- Littleton Courier – Thu, Mar 5, 1970 pg. 8B



A tourist steps into the brand new Marshfield phone booth with Peppersass in the background to use the brand new landline at the end of the Bell System television advertisement (1970)
- Internet Archive

April 9th

Winning Sewer Bid: "Curran-Lavoie, Inc., of Littleton submitted the low bid of $139.369.05 on the construction of a sewage disposal system and water storage and distribution system at the Summit of Mt. Washington. Completion date is October 30 this year."

- Littleton Courier – Thu, Apr 9, 1970 pg. 5

April 30th

Summit Lease Renewed: "The (Executive) council also renewed a $1,000-a-year lease with Marshfield Inc. to operate the summit house atop Mt. Washington..."

- Nashua (NH) Telegraph - Thu, Apr 30, 1970 pg. 7

May 7th

Special Session Money for Summit: "Gov. Walter Peterson has praised members of the special session of the Legislature in general and three members in particular "for their collected and individual efforts that the people of New Hampshire will long remember." Governor Peterson said that favorable legislative response averted a major water pollution crises at the Flume in Franconia Notch State Park ($47,223); assured the preservation of an important historic site, the Robert Frost Homestead in Derry; guaranteed the creation of Pisgah State Park, a wilderness area in Chesterfield, and provided for a master plan at Mt. Washington ($38,000). All four items were contained in the omnibus Senate Bill 23, sponsored by Sen. John Bradshaw of Nelson."

- Littleton Courier – Thu, May 7, 1970 pg. 8C

May 14th

Crowley Praises Study Committee Work: "Commissioner R. J. Crowley, Jr., of the N.H. Department of Resources and Economic Development has praised the work of former Governor John W. King's Citizen Committee to Study the Summit of Mt. Washington. "The dedicated effort of this committee, headed by Randall Spalding of Whitefield, and including, among others, Forsaith Daniels of Manchester, J. Willcox Brown of Concord, Dr. John Bowler of Hanover, former Governor Sherman Adams of Lincoln and William A. Styles of Groveton, has provided a sound foundation upon which the new Mt. Washington Commission can build," Crowley said. "I believe the people of New Hampshire owe a debt of gratitude to these men and that their la-

bors should be fully recognized," he added. Crowley said that the state's concern with Mt. Washington was first evidenced in 1953 with appointment of a committee by then-Governor Hugh Gregg. In 1955, then-Governor Lane Dwinell named a new study group which recommended that the state purchase the summit from Dartmouth College. This the state subsequently did, Crowley said, during the administration of Governor King. In 1966, Governor King appointed a planning committee to study previous committee's findings, review situations as they existed then and to make new recommendations. The committee saw as its "dominant mission… the need to preserve and maintain natural features and environment of the summit itself," conceding that certain structures must exist on the mountain."

- Littleton Courier – Thu, May 14, 1970 pg. 6A



No. 4 backs across transfer (Jun 1970)
- Conrad Ekstrom Jr. Collection

June 6th

Model Rail Fans on the Mountain: "Mountain Musing: Some 150 members of the Model Railroad Enthusiasts will convene in North Conway this weekend for the annual session. Highlights of the meeting will be a trip through Crawford Notch (with Diesel engine), and a special trip, weather permitting, on the Mt. Washington Cog Railroad to the top of New England's highest peak."

- Littleton Courier – Thu, Jun 4, 1970 pg. 4

June 25th

Business is Brisk: ""The Mt. Washington Cog Railroad opened last weekend for the 101st season and early business has been brisk. There is every indication that the number of tours will equal or exceed previous years. On July 10 and 11 there will be about 42 people representing railroad enthusiasts of Surrey and Birmingham, England, on a visit enroute to Canada. Improvements have been made at the Base to cottages which can house some 27 people. The staff this season totals 102 persons. Starting this Saturday, June 27, the six trains will operate on an hourly schedule with the Earlybird Special at 8 a.m. and the last trip up at 6 p.m. and leaving the Summit at 7:30." *- Littleton Courier – Thu, Jun 25, 1970 pg. 1*

July 15th

Cog Train Aids Night Search: "A nighttime search on Mt. Washington took place Tuesday *(7/14)* when five members of a group of 70 young people from Chop Point, Bath, Me., lost their way and went into the bottom of Burt Ravine. The camp group, under the direction of Peter Willard, had climbed Mt. Washington and had lunch on top, leaving between 2:15 and 2:30 for the descent. Splitting into teams, with a councilor for each, they were given a choice of going down the Ammonoosuc Trail or the Jewell Trail. Following the railroad tracks for a short distance, one group came to where the West Side Trail crosses the track and started out on that. Following it toward the Gulfside Trail for a short distance. Then leaving it, they



THE WIVES OF NEW ENGLAND GOVERNORS were invited to visit the Mt. Washington Cog Railroad while their husbands were meeting recently at Waterville Valley. Only two were able to take advantage of the invitation. Shown here are, left to right: Paul Dunn, general manager; Mrs. John Morgan, sister of Mrs. Ellen Teague and wife of the gift shop manager; Mrs. Walter Peterson; Mrs. Teague, and Mrs. Dean Davis of Vermont. Engineer is Cramer Boswell of Georgia.

- Littleton Courier – Thu, Jul 16, 1970 pg. 14



August 20th: *No. 8 Tip Top on standby at the Shop (1970)*
- Jim's Games-N-More Collection / eBay

headed into the Burt Ravine. When one girl fell and fainted, the councilor and one other member of the party went back to the tracks and proceeded down for help. The others later built a fire and smoke from it was spotted byt eh crew of the last train down the mountain. Word was sent to Conservation Officer Dunbar Seamans who flew with Richard Mahn from Twin Mountain Airport to spot the young people. A search party was organized under the direction of Ranger MacNeill from the Ammonoosuc District, with eight members of the Forest Service, four from the Fish and Game Department, seven youths from the "Coggers" group and train crew of three. The train crew used the whistle to orient the searchers as they went down along Clay Brook into the ravine after finding the remains of the fire. In the meantime, someone had notified the AMC and five members went in search of the young people. They found the four girls and a boy and guided them back to the train. When the train whistle began blowing in a long steady tone, the group under Mr. MacNeill returned to the train and the party arrived at Base Station about 1:30 a.m. yesterday *(7/15)*. Mr. MacNeill said that the area in which they searched was "as mean ground as I've seen in a long time, and extremely rough going." The first report received was that one of the party had broken her leg and so the searchers carried a litter, which, fortunately, was not needed although the young lad was hobbling badly."

- Littleton Courier – Thu, Jul 16, 1970 pg. 1



August 9th

Parade Tribute: "Mountain Musing: "The Mount Washington Cog Railroad received a handsome tribute in the *Feature Parade Magazine* section of the *Worcester (Mass.) Sunday Telegram* of Aug 9. The front page featured a color photo and the title, "The Little Engine On Top of the World." Inside there were three pages of copy and photos titled "With Rocking crew – Steam Line to the Clouds."

- Littleton Courier – Thu, Sep 3, 1970 pg. 5 C



September 20th: *No. 1Mt. Washington begins with extra coal on board (1970)*
- Jim's Games-N-More Collection / eBay

Rocking Crew Steam Line to the Clouds: "The brakeman introduces himself as from Saugus, Mass. The engineer, he says, is a third-year medical student. The fireman was graduated from Harvard this spring. On the back of the brakeman's olive drab Army field jacket is stenciled the clenched fist tat means "Strike!" to college students. His full head of blond hair pushes out from under a black beret. Where's this train going? To the top of Mt. Washington. The railroad hasn't been liberated by the Revolution at all. It's the Mt. Washington Cog railway, perhaps the most successful road in New England, and the sideburned, mustachioed, long-haired collegians are the crew. College students have been manning trains on the railway for about a generation. Collegiate styles now popular give the crew a new look – no, an old look, something like the look there must have been 101 years ago when

the cog railway first ran – that hair and all. The brakeman explains that the engine behind the coach – this railroad reverses the usual order – was built in the 1880s. The coach, he says, was put together in 1886. He explains that the engine weighs 20 tons and the coach another couple of tons. And then he says: "We have three safety devices – ratchet, brakes and prayer." Loosely allied with the brakeman seems to be an outdoorsy blonde, wearing dungarees stitched with orange thread (a sign of the Real Thing, yellow thread being more commercial and artificial) and wearing hiking shoes with montagna bloc soles. She's one kind of passenger – a hiker or mountaineer. The rest of us are mostly indoorsy, a family from New Jersey, an insurance man from Hingham, Mass. – average America, on the trip as much for the ride itself as for the desire to get to the top of New England's highest peak. On this road, we discover, you can literally feel every bump as the cog gears grab the rack on the center rail. The windows rattle. False teeth rattle. All this at an incredible slant – a 25 per cent incline. "They start in the kitchen," the woman who owns this railroad explains about her young crews. Mrs. Ellen Teague, who's been president and treasurer of the railway since her husband died in 11967, says that if the boys do well in the kitchen, they get to work the counter in the snack bar at the base of the mountain. If they work out at the counter, they're promoted to the gasoline station or the parking lot. Satisfactory work in those areas can get a boy onto a train crew as a brakeman – for which there is an examination – and then he can be promoted to fireman and then engineer. She has not trouble finding help, Mrs. Teague says. In fact, so many come back summer after summer "that it's difficult to get new ones in." The line's general manager, Paul Dun, worked as a college undergraduate on the railway. He went to Dartmouth College and Massachusetts Institute of Technology. The railway will probably remain te same technologically for the foreseeable future. "Diesels are too heavy," says Mrs. Teague in response to a question. The pufferbilly engines that nose the passenger coaches over the 3 ⅓ miles of track take about an hour to get to the top. The speed is officially listed as 4 miles an hour, but some time is consumed on sidings allowing other trains to pass. The engines still burn soft coal with splendid inefficiency that spells 19th century. Each engine consumes a ton for the round trip and turns a thousand gallons of water into steam. There's no connection between the engines and the coaches. Gravity keeps the two together. (On the way down, the engine precedes the coach, going backwards.) Only once in 101 years has an accident killed a paying passenger. Someone left a switch open in September 1967 and eight persons were killed. Railroad technology long having outstripped the methods of steam engine days, the cog railway must now fabricate all its own parts. These engines have practically been rebuilt over and over, says Earl Cone, a retired Boston & Maine Railroad employee, who oversees the cog railway maintenance shops. Old as many of the engines are, and dependent as they are on the skill of men like Cone, they still do one of the toughest jobs in railroading, climb the steepest grade that railroad tracks run over - 37.4 per cent at a trestle called Jacob's Ladder. At the top of it all is the summit of Mt. Washington, where the weather at this time of year is about the same as summer weather at Point Barrow, Alaska. The sun has a pale eerie arctic quality, and the temperatures are well below those at the mountain's base. In summer the line has 104 employees. There used to be just one year-round employee, says Mrs. Teague, but now there are five. A sign of growth perhaps unusual in the railroad business today. At peak periods during the season there'll be as many as 19 or 20 trains a day inching up and down the mountain. Oddly enough trains aren't the only thing the cog railway sends up the mountain. A big steam pumps at the base station pushes thousands of gallons of water an hour to the summit, most of it all over the ground up there, complains Crawford Hassen, who watches over the pump. The tank at the summit is a bit leaky. But trains are the main business. An adult round-trip costs just under $7, only $3 more than the up and down fare at the turn of the century. When Sylvester Marsh proposed building a railway to Mt. Washington's summit in 1858, it was dubbed the "Railway to the Moon." Neil Armstrong probably wouldn't feel that way about it, but a director of the Penn Central Railroad might wish his road were in such good shape."

- Feature Parade Magazine - Worcester (MA) Sunday Telegram – Sun, Aug 9, 1970 pg. 4-5 & 7

August 29th

$25,000 to Design Summit Building: "Walter Mead, assistant highway and public works commission, has asked the state Executive Council to approve a $25,000 contract to design a new summit building for Mt. Washington. he said the request, which will go before the council Monday *(8/31)*. He said the contract with Koehler and Isaak of Manchester was recommended by former Gov. Sherman Adams, chairman of the Mt. Washington Commission. Mead also sought an additional $3,000 to pay for exploration of subsurface frost conditions." *- Nashua (N.H.) Telegraph - Sat, Aug 29, 1970 pg. 18*



Base operations: *Train on the way up - another approaches platform followed by a work train as the coal bunker is refilled*
- Conrad Ekstrom Jr. Collection

September 1st

Koehler & Isaak Architects of Manchester ***rework*** Carter & Woodruff ***Summit House plans*** and submit report *- 1971 Mt. Washington Master Plan*

September 2nd

Comings & Going: "Mrs. Arthur S. Teague, of Chestnut Hill, who is spending the summer in Mount Washington, N.H., will return home early in November."

- Philadelphia Inquirer - Wed, Sep 2, 1970 pg. 16

September 17th

Soft Coal Shortage: "Three years ago Thursday *(9/17)* eight persons were killed and 75 injured when a car on the famous Mt. Washington Cog Railway careened off the track on its way down from the 6,288-foot peak. Since then, the extraordinary safety precautions which had kept the railroad disaster-free from its opening in 1869 have been intensified even more. Winslow Melvin, Transportation director for the state Public utilities Commission said today the railroad's condition "is as safe as it's always been, probably even safer." He added, however, the ultimate insurance against accidents still lies with men, no matter how safe their machines. "It somebody goes through an open switch again, it's no safer than it was three years ago." The railway's main problem this year has been short supplies of soft coal which at times have required the use of wood, "the way they used to do it 100 years ago," Melvin said."

- Nashua (N.H.) Telegraph - Fri, Sep 18, 1970 pg. 5

October 13th

Stereopticon Symbiosis: "During a talk on Littleton's role in the history of the stereopticon, Gary Chamberlin of Woodsville, a candidate for his Master's degree in history at the University of New Hampshire told the Littleton Area Historical Society on Tuesday *(10/13)* that "Sylvester Marsh, staunch friend of the Kilburns, aided their business and his own Cog Railway (first in the world) by permitting them to photograph the unique railroad and its visitors on many occasions such as 1869 when President Grant came to the White Mountains."

- Littleton Courier – Thu, Oct 15, 1970 pg. 4

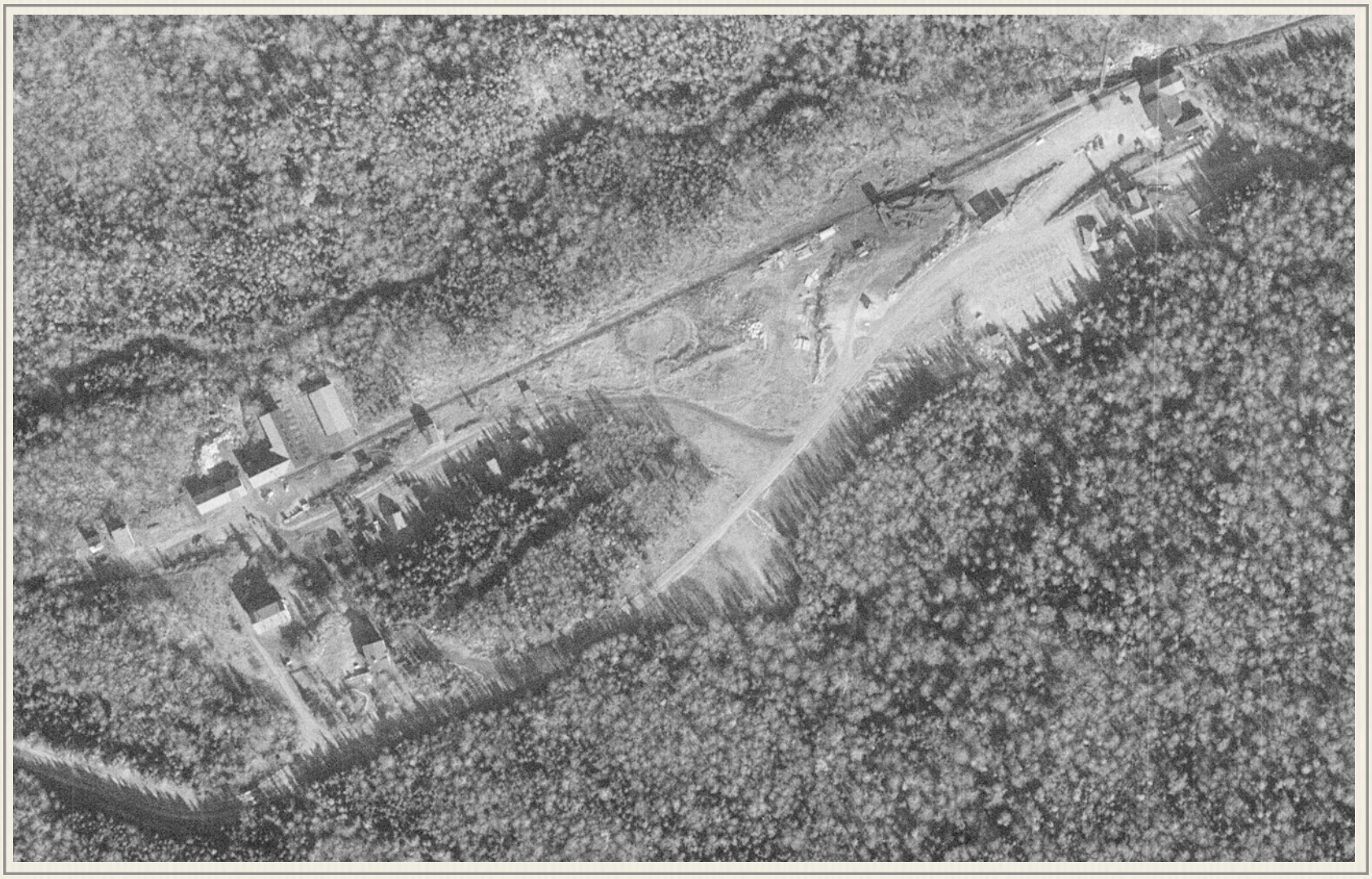
October 16th

Lucy's Scholarship Praised: ""The third annual meeting of the board of trustees of the Lucy Teague Memorial Scholarship Fund was held at the home of Mrs. Arthur Teague in Guildhall, Vt., Friday evening,

1970

Oct. 16. President W. Grant McIntosh of Hampton Falls presided. Following the untimely death of Lucy Teague in 1967, a memorial scholarship was established by her many friends. Because of her great interest in horsemanship, the plan was to offer an opportunity to young people to further develop skills and their education in any phase of horsemanship which would include lessons, clinical training, remedial assistance in any specific field, and technical training which embraces stewarding and judging. Because of Lucy's participation in all horse shows I the North Country circuit, the class was set up to be offered once each year, rotating among the five North Country shows which the Teague family had so generously supported and enjoyed. The 1970 winner is Miss Nanette Elliott of Concord who won the class at the Lancaster Fair show. She reports that her choice of lessons with Mrs. Ruth J. Karahalis, Byfield, Mass., a highly qualified and popular instruction and an American Horse Show Association judge, was rewarding. In a letter to the trustees, Mrs. Karahalis remarked, "The scholarship is a wonderful idea for young riders and lessons are much more worthwhile than a trophy that can only be looked at." She expressed the wish that this type of an award be encouraged at more shows." Winners: 1968 – Miss Deborah Hinley of Lancaster; 1969 – Miss Karen Kilcup of Hampton. She chose to study under well-known Capt. Frederic Marsman, instructor at Dana Hall in Wellesley and an American Horse Show Association judge. He is renowned in this work with young people in equitation and dressage."

- Littleton Courier – Thu, Oct 29, 1970 pg. 1C



October 19th

USDA conducting ***aerial photography of Coös County***, New Hampshire overflies that Fabyan/Base/Summit area October 19th-20th. Base view *(above)* on October 20th.

November 26th

New Towns Along the Base Road?: ""Plans for the development of one of the first new towns in the Northeast, with an estimated total investment in excess of $200 million, at Bretton Woods were unveiled at the annual meeting of the North Country Resources Conservation & Development Project held Thursday evening at the Congregational Church Auditorium in Littleton. The program in the first stage of conceptual plan envisions a total of a dozen small villages that will come into being over the next 10 years on the 10,000-acre Bretton Woods estate to the rear of the Mount Washington hotel and extending on both sides of the Base Road. Some 150 people in attendance at last week's meeting heard William Dickson of the William Dickson Associates, Inc., town planners and architects of Portland, Me., describe the exciting plans which when fully realized

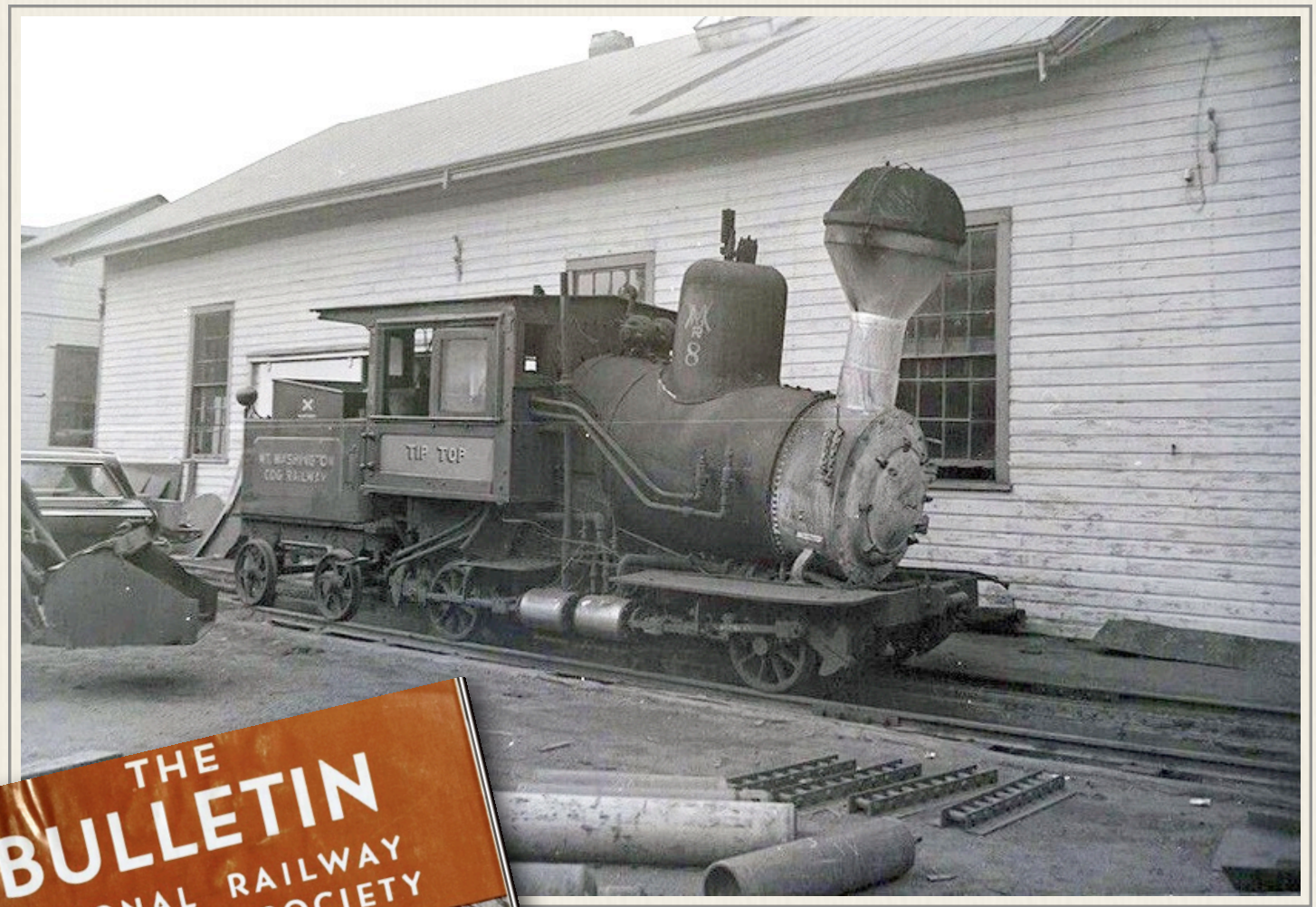
would have a tremendous impact on the White Mountains area. The initial task was a valuation of the site comprising a triangular tract of 13 square miles in one of the most scenic surroundings anywhere."

- Littleton Courier – Thu, Nov 26, 1970 pg. 1

December 6th

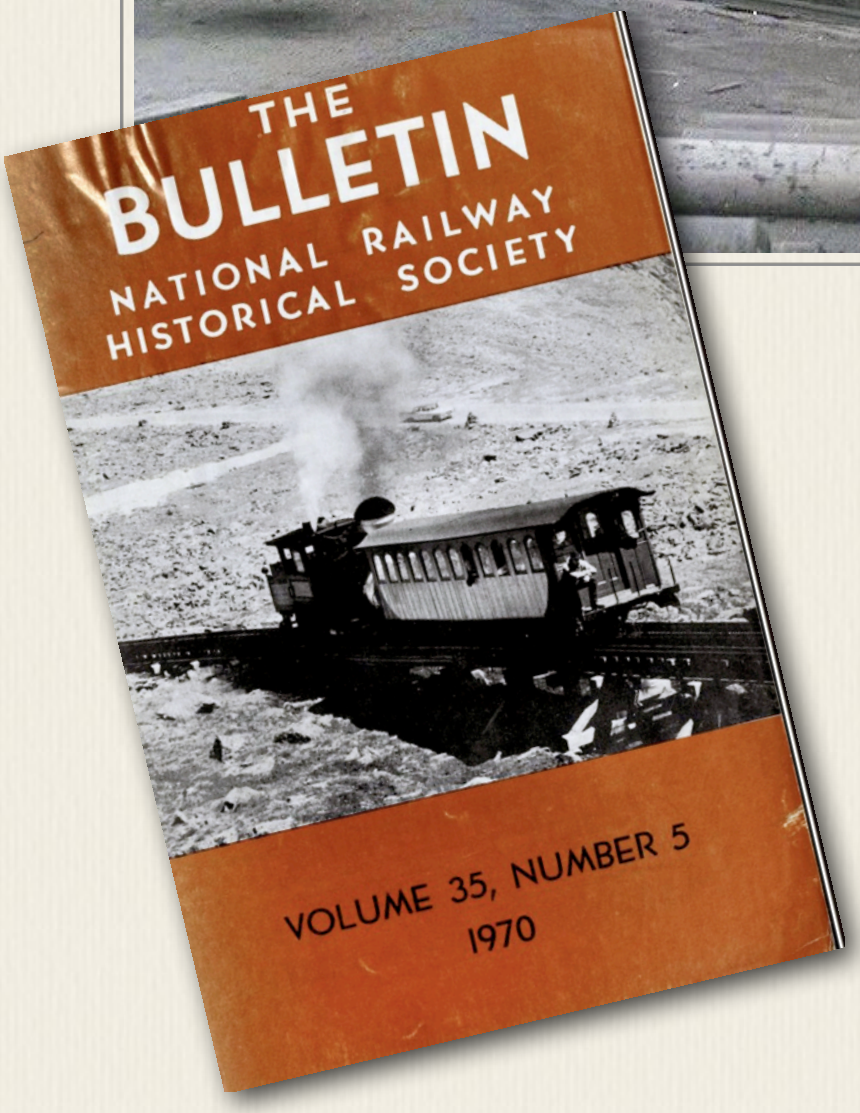
Informal Party: "Mrs. Arthur S. Teague will entertain informally Sunday *(12/6)* at her home in Erdenheim. She has returned from spending the summer in New Hampshire."

- Philadelphia Inquirer - Fri, Dec 4, 1970 pg. 26



No. 8 Tip Top *is captured at the Shop on August 20, 1970*

- From Negatives offered on eBay



1971

January 4th

Ellen has a Granddaughter: "Lt. and Mrs. Thomas James Baker, of Fort Benjamin, Ind., announce the birth of a daughter, Erika MacLean Baker, Jan. 4. Mrs. Baker is the former Miss Margaret Teague, daughter of Mrs. Arthur S. Teague of Chestnut Hill, and the late Mr. Teague. The paternal grandparents are Mr. and Mrs. Kermit Baker, of Littleton, N.H."

- Philadelphia Inquirier - Fri, Jan 29, 1971 pg. 6

January 17th

Paul Philbrick's Jeep gets stuck in Alaska - severe frostbite requires surgery on face, feet and hands

- Fairbanks Daily News-Miner - Mon, Feb 22, 1971 pg. 10

March 21st



Rigid Framed Mallets Sidetracked: *Articulated Locomotives*, by Lionel Wiener, Milwaukee, Wis.; Kalmach Publishing Co. 632 pages, illustrated, $10.00 reviewed by H. Reid: "Anatole Mallet, European locomotive designer *(right)*, seldom quarreled with the maxim of two heads being better than one although he resorted to a better premise from fairy tale land: A two headed giant. Freight trains, in Mallet's time, increased with burden. To pull them, railroaders added another engine and attending crew. Why not, Mallet asked, construct a doubleheader all in one - two locomotives over one frame, captained by one set of men? Wiener recounts the development of the Mallet and modernized version, articulated, locomotives in scholarly fashion in this 1930 reprint. Librettist, philatelist Wiener, a Belgian professor when he wasn't railroading and doing other things, died in 1940, leaving this lively work of technical reference. Strangely, Wiener sidetracked Mt. Washington's cog railway in New Hampshire, home of the most - and by far the eldest - functioning rigid frame Mallets in the United States, although approaching that 19th Century group of mini-steamers might require a massive tome all unto itself."

- Newport News (VA) Daily Press - Sun, Mar 21, 1971 pg. 107

March 30th

B&M Abandonment Opposed: "Rep. Ernest Coutermarsh, D-Nashua, Tuesday *(3/30)* urged that New Hampshire oppose the abandonment of any railway line in the state. Coutermarsh, a Boston & Maine conductor, testified before the House Appropriations Committee on his resolution to allow use of $25,000 in the state's federal court fight against plans by the railroad to abandon 73 miles of freight line between concord and Lincoln. "There isn't going to be any expansion of heavy industry in New Hampshire without rail service," he said. Winslow Melvin, head of rail transportation for the state Public Utilities Commission, noted courts have already given the B&M permission to petition the Interstate Commerce Commission to pull up tracks and sell its property along 94 of the 170 miles of right of way ti wants to abandon in the state."

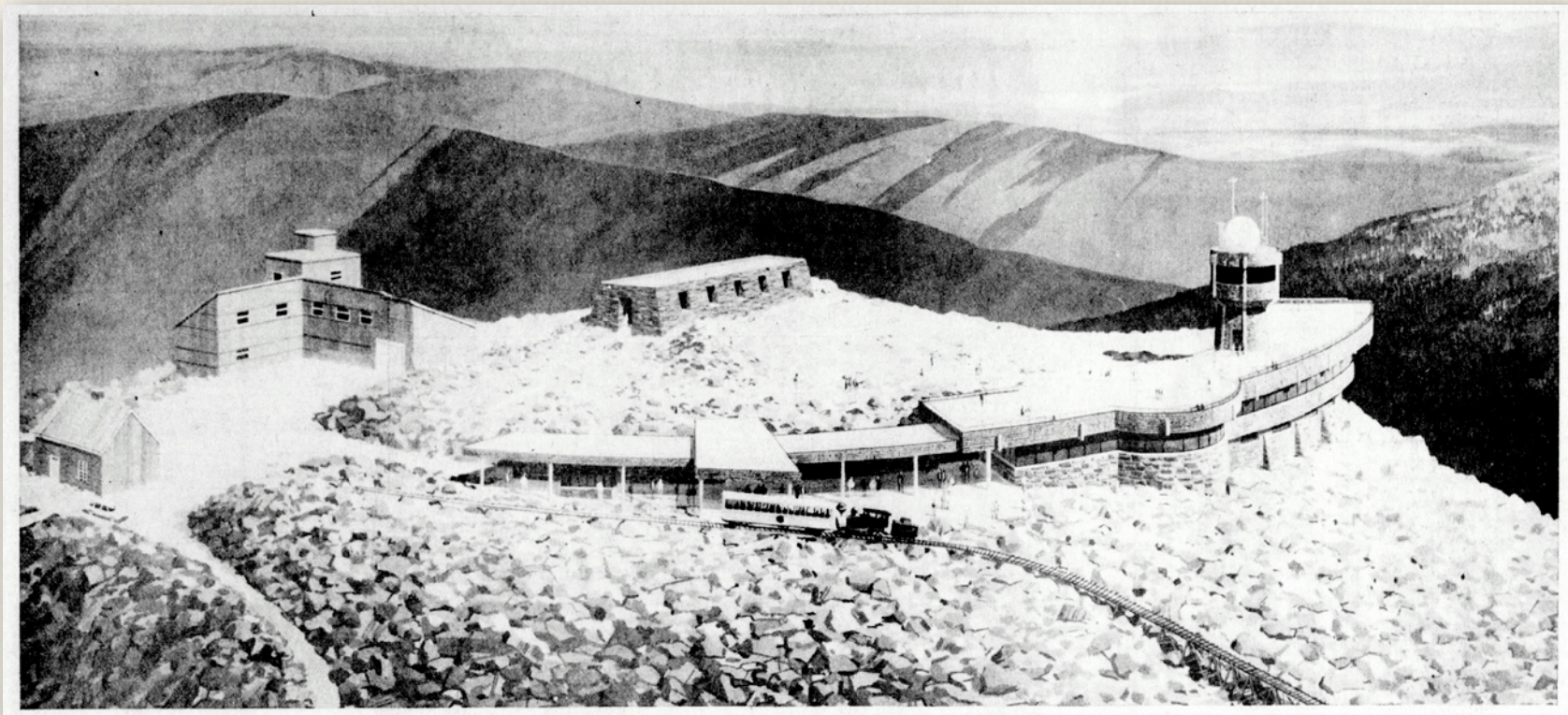
- Nashua (N.H.) Telegraph - Wed, Mar 31, 1971 pg. 19

April 19th

$3-million Development Plan: "A $3-million proposal to develop the summit of New Hampshire's Mt. Washington was revealed today by a special commission in a 10-year master plan. The Mt. Washington Commission in a 105-page report called for state and private cooperation in the development of the state park atop the 6,288-foot peak, the Northeast's highest. The chief recommendation includes a new $2.2-million, 22,000 square-foot, four story structure to accommodate 400 persons and house the weather observatory, now in a separate building. Other plans call for remodeling the historic Tip Top House into a museum for $15,000 and installation of an electric power system for $152,000 and water system for $168,000. The report says the private concerns on the mountain, such as the Cog Railway, television transmitting station and the Auto Road should be an integral part of the peak's development. The sate should accommodate itself to these interests and they, in turn, should cooperate with the state in support and operation of summit facilities maintained for public use and convenience," the report said. Terming the mountain "indeed worthy of its keep" and New Hampshire's "most important natural asset," the commission said the park could support itself and help defray development costs. Fees and franchises would yield $195,000 a year as compared with operating costs of $98,000 it said. The timetable calls for contract approvals by July, bidding by next March and initial construction two months later. "the bald and bare pate of this rugged peak is now ready for restoration and reconstruction to provide a

growing number of visitors with a mountain experience that is intrinsically New Hampshire and indigenous to the surroundings provided by nature," the commission said. The commission, set up by the 1969 legislature, was headed by former Gov. Sherman Adams."

- Nashua (N.H.) Telegraph - Mon, Apr 19, 1971 pg. 1 & 2



As Summit Of Mt. Washington Would Look After Project

THIS IS A RENDERING BY KOEHLER AND ISAAK ARCHITECTS OF MANCHESTER, giving an impression of what the Summit of Mt. Washington would look like when a project proposed by the Governor's Mt. Washington Commission is approved and funded by the Legislature and completed by an estimated date of May, 1975. The Master plan covers a 10-year span. Pictured are the approaches to the Summit by the Cog Railroad and the Auto Road with the new Summit House at right constructed on two levels and looking to the Northeast. The elongated area at its left would be a covered platform. At center rear is the 120-year-old Tip Top House which would have a flat roof restored to provide an observation area, and a historical and science museum contained in the building. The small building at left is the Stage Office which would be preserved for its historical interest. The final building at left is that providing sleeping quarters for the Mt. Washington TV crew.

- Littleton Courier - Thu, May 13, 1971 pg 1A

The Courier's Take: "The Mount Washington Commission appointed by Gov. Peterson – the fourth such commission to be activated – has made its report to the Governor and Council, the president of the Senate and the Speaker of the House of Representatives. Chairman of the commission is former Gov. Sherman Adams of Lincoln and the nine-member board includes former State Sen. Charles F. Armstrong of Littleton, secretary. "Mount Washington – A 10-Year Master Plan," is the title of the 99-page report compiled over the past 1½ years and reflecting the unanimous judgment of the members. The commission's recommended timetable includes: July 1 this year for approval of the 10-year plan by the General Court; contract construction bidding to take place in Mar. 1972, with the first summer of construction to get underway by May 1972. May 1979 is the suggested date for completion of the project. It is recommended that a new Summit Building be constructed to replace the present structure, to accommodate visiting population of 400 people at one time, at an estimated cost of $1,890,000; furnishings and equipment are estimated would cost $85,000. The commission estimates that under normal conditions the proposed building could be built for less than $900,000, but due to the isolation of the mountaintop and the severe climactic conditions, the figure is increased by a 2.12 factor. It is proposed that the Tip Top House be remodeled, using the interior as a historical and scientific museum, at an estimated cost of $152,000. The plans for the new Summit Building make provision for adequate quarters for the Mt. Washington Observatory. The commission recommends that the Summit and surrounding area should be preserved in its natural state, with places of historic interest properly identified. The commission recommends that the state install transmission lines to the Summit, and transforming equipment, at an estimated cost of $205,000. The state should also own and operate its water system supply, requiring a pumping station at the Marshfield Base Station and piping to the Summit at an estimated cost of $168,000. These proposals total $2,973,000 in capital improvements. In the proposed plan for operation of the new facility, etc., annual cost is estimated at $98.812, while annual income from these operational sources (including $1 for adults and 50¢ for children to use the Summit House) is estimated at $195,000. The commission urges a program of aggressive promotion to interest and involve the increasing population of visitors in the opportunities to be found for observation, education, historical research and exposure to a unique meteorological environment. The rare flora in-



Coming up from the Bunker: *Resulting Facebook thread from 2021 post - Daniel Day: "The coaling station is a lot less interesting now." David Huber: "But the tracks are soooooo much better?" Gordon Champion: "We never called it a coal station. Just referred to it as the coal bin." Paul Forbes: "Bunker" Robert Cal Callahan: "We replaced the boarding portion of the track at the base, mega cog grease. We all had long hair at the time. Rye had to cut his hair, couldn't get the grease out." Brian LaPlant: "I don't even think this setup exist anymore, possibly loaded by a tractor or front end loader now." Daniel Day: "Brian -You are correct." Allan St Peter: "It still seems a shame that after years of working to get environmental permits for the use of coal and then stop most of the use to go to the diesels." (1971)*
- Conrad Ekstrom Jr. Collection / Railway to the Moon FB page

digenous to the Alpine climate should be protected. Cooperative agreements between private interests and the commission have been the subject of lengthy negotiations. They have been partially successful and are continuing. The commission has conceived its responsibility to develop a master plan in the context of creating a State park that will reflect the preeminence of New Hampshire in the field of outdoor recreation. "This development will have the effect of lifting the level of every sound recreational enterprise in the state, both public and private," it notes. "The state needs to raise the sights of the quality of private investment in Northern New Hampshire. The example now set by the state in the quality of the Summit Park on the highest peak in the Northeast does nothing for the pride of the state in itself or its people. If the State of New Hampshire cannot immediately undertake a project of this magnitude, the importance of this mountain to its economy and stature should warrant the expenditure at least within the next decade. It should be recognized, however, that construction costs have been increasing at the rate of nearly 10% per year and the cost of this project will increase accordingly with any delay in its development."

- Littleton Courier – Apr 22, 1971 pg. 1

April 23rd

Crawford's Sister Dies: "A West Acton (Mass.) woman died of exposure Friday, Apr. 23 after falling in the snow a half-mile from the Mt. Washington Cog Railway base station. After walking 12 hours, Mrs. Barbara H. Palmer, 47, her clothing soaked, fell in the snow within a half mile of where her brother, Crawford Hassen, is a caretaker at the Base Station. Mrs. Palmer, her husband, John W. Palmer, 48, and their son, William Purdy, 26, parked their car at the Fabyans on Route 302 at 4 p.m., Thursday, Apr. 22 and started to walk the seven miles of unplowed road to visit her brother. District Chief Conservation Officer Paul Doherty said the three had no snowshoes and were dressed in light street clothing. After covering a mile and a half, the stopped to build a fire, it was reported, and Mr. Palmer returned to his car about 1 a.m. Friday. Mrs. Palmer and son continued on through the three-foot snow until she fell. Mr. Purdy struggled on to the Base Station which he reached about 4:30 a.m., awoke Mr. Hassen and called State Police. Conservation Officer Richard Dufour of Bethlehem and Twin Mountain Fire Chief Harold Garneau arrived by snow machine and found Purdy and Hassen dragging Mrs. Palmer, wrapped in blankets, towards the Cog Railroad Station. The officers rushed her by sled to a waiting ambulance which took her to the Littleton Hospital. Dr. Eugene McGregor of Lisbon, Grafton County medical examiner, pronounced her dead on arrival and listed cause of

death as exposure. Chief Doherty said that although Spring has come to many metropolitan areas, hazardous winter conditions prevail in the North Country. The night Mrs. Palmer died about six inches of snow fell and the temperature went to 25 degrees. Assisting the investigation were Sgt. Richard Campbell and Cpl. Clifford Eastman, Jr., from State Police Troop F, Twin Mountain. The body was removed from the Littleton Hospital to Pillsbury Funeral Home and later transferred to the Acton (Mass.) Funeral Home where funeral services were scheduled for Tuesday, Apr. 27."

- Littleton Courier – Thu, Apr 29, 1971 pg. 1 & 4 / Lowell Sun - Mon, Apr 26, 1971 pg. 34

May 5th

Rotary Briefed on Master Plan: "A discussion of the proposed Master Plan for the Development of the Summit of Mt. Washington featured the luncheon meeting of the Littleton Rotary Club at Thayers Hotel yesterday *(5/5)*. The speaker was Charles F. Armstrong of Littleton, former state senator, who is secretary of the Mt. Washington Commission headed by former Gov. Sherman Adams of Lincoln. He presented the commission's recommendations for a total capital improvement outlay of $2,973,000 under a 10-year plan for the State Park at the top of Mt. Washington. These plans would provide for a new Summit Building, remodeling of the Tip Top House to include a Historical-Science Museum, adequate quarters for the Observatory, preservation of the Stage Office, and other proposals. It is recommended that the Summit of 1972 would be the first Summer of construction. May 1975 is the suggested completion date for the building. The commission estimates that the completed facility will net some $100,000 annually in addition to amortization."

- Littleton Courier – Thu, May 6, 1971 pg. 1 & 5

May 6th

Summit Visitor Closer to His Maker: "WMTM-TV Transmitter Supervisor Lee Vincent's column Nine Years on the Rock Pile recounts a medical emergency at the Summit: "Each summer we at TV are called upon at least two times to administer oxygen to some person who has come to the Summit with a lung or heart condition not realizing that the air is thinner and hazardous to anyone with either ailment. I would like to relate one episode that happened to me because it was the nearest thing to lucky events that kept a man alive. I was working away in the TV building late in the afternoon when a hotel employee burst into the building saying, "We have to have the oxygen tank. A man needs it real bad!" We at TV never let the tank out of our sight because we are responsible for the thing and liable. This employee and I hitched the tank upon my shoulder and away we went with him opening doors and clearing a path through goofers. Upon arriving at the hotel, I encountered an elderly man sitting in the chair nearest the door. He was gray-faced and breathing laboriously. I undid the face mask from the plastic bag and held it out to him. Our eyes met. I interpreted the look of man upset that another man should see a physical deficiency. I smiled and motioned for him to hold it to his face, which he did. A woman sitting beside him announced that he had emphysema and a bad heart! They hadn't thought it would hurt him to go up the mountain! I opened the tank valve to let 14 liters per minute of oxygen travel through his lungs. In a matter of seconds he was pink and health looking so I removed the ask and he spoke for the first time: "I hate to be a bother to you. I acted a little silly in trying to walk around the Summit fast and I just got tired." "There is nothing to be upset about, sir. I am more than happy that I could be of some service to you," I answered and we shook hands.

The last train was loading to go down and I said that I would wait till he got on before I went back to the TV building. The woman sitting beside him mentioned that she was a relative of the pilot of last winter's fateful plane crash on the Summit and wanted to know if the crash was still visible from the Summit. It wasn't. The old fellow got his courage up and began to make his way towards the Cog train.



Summit looking south*. Resulting Facebook thread - David Huber: "This is the image that always comes to me first when thinking about the summit of Mt Washington." Mike Pelchat: "The 'Old Lady Killer ramp' is visible in front of Stage Office." Tommy Bonnet: "Wow it looks so clean" (1970s)*
- Dave Moody Collection

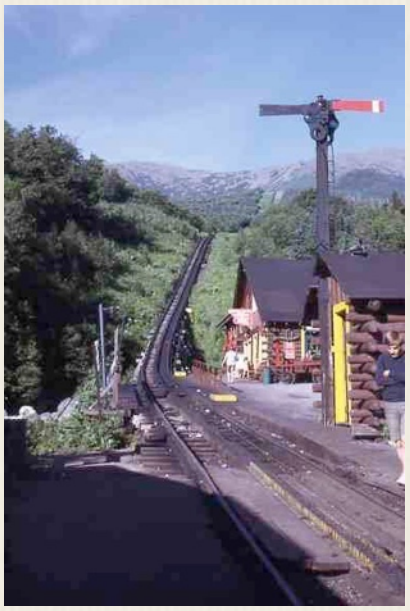
This time a younger man, his son, was helping him and Al Oxton, Observatory employee, and I moved along behind him with the oxygen tank. The old man climbed the few steps into the cog car and plopped into a seat. He hadn't let us carry him. As I came up beside him I noticed his chest heaving, he was gasping for breath and saliva was dripping out of his mouth. His complexion turned a very dark gray, and his eyes looking at me glazed over and disappeared up in his head. I quickly shoved his son aside, slapped the mask on his face, opened the valve full blast and said to Al, "Go around and make everybody put out cigarettes and cigars!" Al quickly complied and then I saw that the man had stopped breathing! I didn't quite know what to do so I put my hand in the center of his upper stomach below the rib cage and pushed hard. He gasped! I did it again and he gasped again! I struck him a heavy blow in the lower ribcage and he gasped again. "Al, run back to TV and get the resuscitator, quick!" Al was off like a shot. The old man's relatives were now aware for the first time how serious the whole situation. I offered up several pleas to the Almighty for assistance.

What do I do to get him to breathe? I continued to shove sharply into his upper stomach region near the lung diaphragm and each time he gasped for air. When Al got back with the resuscitator and had it opened ready to go, the old man was breathing, by himself, jerkily. Then his eyes dropped down and he looked at me and I said, "Yea it was that close." Now he took great gulps of pure oxygen and his color returned rapidly to normal. I sat down beside him because of his extreme tiredness and held his head while holding the mask over his face. I had, before all this, undone his belt and shirt buttons and loosened everything that was tight around him. I cradled his head and though how damn close he had come to dying! How really untrained I had been in



Ticket Office - $7.50 Round Trip: *Kevin Day: "The old ticket office with the B&M locomotive bell on the roof. You can probably guess the date if you can remember when a round trip was $7.50"* ***Robert Trask:*** *"I remember cleaning those bathrooms in the back of the T.O."* ***David Huber:*** *"Bobby - I remember learning how to fix the toilets in those rest rooms. Hated having to go in the ladies room to clean small pebbles out of the float control valve. Looking back, it would have been a good addition to have put inline strainers on the bath room water supply lines."* ***Kevin McKinney:*** *"$4.95 when I was there. Mr. Rouleau cleaned the bathrooms and made everything real nice around the Base Station."* ***Anne (Teague) Koop:*** *"I like the rest rooms behind the ticket office. I never laughed so hard when I was young when a lady was crossing the tracks to go and a man called out to her to be careful as the tracks were electrified."* ***Rm HillRoy****: "omg. They weren't, were they?. Wait, oh you! It's a joke, those cinders in my hair just reminded me, lolol"* ***Roger Clemons:*** *"Happened more" often than not"* ***Rm HillRoy:*** *" Wow, last time we went up, THIS was the ticket booth, $4.95, and we knew the man selling tickets, whose name just flew right out of my head. (Lots of age hints right there, lol). Cliff Kenney! The man selling tickets was Cliff Kenney!"* ***Roger Clemons:*** *"My first year (1969) a ticket was $6.95. My last year (1971) it was $7.50. Looks like a brakeman in the side window talking to Cliff. Obviously a brakeman as his pants are 'way too clean....and blue!"* ***David Huber:*** *"That looks like Denny Cutler talking to Cliff. That guy is not dirty at all."* ***Paul Fitzgerald:*** *"WOW! I remember that. Am I old or is this a recent picture, LOL. 1967 Chevy wagon there! AHHA, so it is a recent picture, LOL."* ***David Huber:*** *"Is that Bob Kent's station wagon Shirley Kent ?"* ***Shirley Kent:*** *"Sure looks like it! 9 passenger. Our first car with power brakes and power steering. My brother drove it to us from Newport meeting us in Johnson on our way to the Mountain. That Sunday Bob crushed his hand while throwing the switch. He didn't dare take his hand out of the glove until he got to Littleton to the Doctor. Then I had to drive that power car home to Essex Jct. Bob had gangrene infection under the bandage and then a reaction to the penicillin shot causing raised swollen spots between his fingers and even on his spine. Mountain memories!" (1971)*

- Kevin Day Collection / Railway to the Moon FB page - Aug 21, 2021 posting



Base Station (July 10,1971)
- Photo by Joseph Raymond- NERail.org

not being sure of each step to take in this predicament. The train engineer came in and said, "How serious is it?" "You better leave right now and get him to lower altitudes." "Okay," he replied, and out he went. "You're his son so why don't you sit beside him and hold the tank in your lap and just see that you keep it going until you reach the bottom. Please make sure I get the tank back for someone else might need it," I said to the young man. "I'll see that you get it back," he answered. I took off my sweatshirt, made a pillow out of it and tucked it under the elderly gentleman's head. He reached out, grabbed my hand and pressed it. I felt tears well up for the silent thanks I had received. The lady relative said, "How much do we owe you for the oxygen?" What could I say? I was hurt and ashamed that she felt she had to offer something! I shook my head and picking up the resuscitator. Al and I walked out of the train and back to our own building.

To this day I don't remember the man's name. I think it's better this way. I know it is for me and I know what happened between us can only be experienced by two people in the same situation. In relative this to a doctor, he made the comment that my striking him was applying external heart message and resuscitation. I feel that I applied a physical movement but somebody else applied a motivating force."

- Littleton Courier – Thu, May 6, 1971 pg. 7B

May 27th

House Approves Development Plan: "The (New Hampshire) House has endorsed a $3-million proposal to develop New Hampshire's Mt. Washington in a 10-year master plan. There was not debate on the measure Thursday *(5/27)*. A special commission recently issued a 15-page report calling for private and state cooperating in the development of the state park atop the 6,288-foot peak, the Northeast's highest."

- Nashua (N.H.) Telegraph - Fri, May 28, 1971 pg. 3



No. 4 Summit steams through Skyline Switch bound for the top (1970s)
- Koop Family Collection

1971

June 16th

Dunn Talks Smoke:



No. 6 Great Gulf taking on water at Marshfield after descent (July 1971)
- Joseph Raymond photo / NERAIL photo archive

""Should the Mt. Washington Cog Railway be required to eliminate air pollution, "the North Country's little railroad, puffing up the mountain" would have to shut down. This was the opinion of Paul C. Dunn, manager of the Cog Railway who spoke at the luncheon meeting of the Littleton Rotary Club at Thayers Hotel yesterday *(6/16)*. The railway opened last week, with hourly trips scheduled beginning next week. The railroad and gift shop employ some 100 people during the Summit, with a sizable payroll that is an economic factor in the area. Mr. Dunn, who said the Cog Railway built in 1869 as the first of its kind in the world and the result of the ingenuity of a Littleton man, Sylvester Marsh, nearly died in the late 1920's and early '30s during the rapid development of the automobile. Col. Henry N. Teague bought it from the B&M Railroad and started it on the way to many more years of service as perhaps the greatest attraction New Hampshire has. Mr. Dunn said that the development of intricate switching mechanism under the direction of Col. Arthur S. Teague permitted hourly schedules to be developed and helped assure the operation being more nearly a financial success. He recalled that the Army picked up the blueprints on the switches and used them on the Panama Canal. The Cog Railway is still a borderline operation, he said, limited in growth by its single track. On a busy summer day the largest number of passengers carried was 1,026, its capacity. Its annual summer patronage runs from 45,000 to 50,000. Mr. Dunn expressed some concern as to what effect the planned development of the Summit by the State will have on the railroad, indicated that longer stays at the top encouraged by the development might adversely affect the number of passengers the railroad could carry. He told of the problems connected with the heavy cost of maintenance of the mountain line and the increasing difficulty in obtaining skilled personnel, noting that steam mechanics and boiler-makers are rapidly disappearing from the scene due to the passing of the steam era on the country's railroads. He noted that the Mt. Washington Cog Railroad has seven steam engines – the largest fleet in the country – and is building another. Its oldest engine was built in 1876 and the youngest in 1908, but they have all been vastly improved over the years. Mr. Dunn told the Rotarians that both oil and propane gas were given exhaustive trials in an effort to eliminate the coal-burning operation, but they proved unfeasible. He also noted that people enjoy an opportunity to recall the steam railroad era which still exists on Mt. Washington, although increasing coal expenses now total 75cents to $1 per passenger, with a ton of coal being required for each trip. He said that with only about 40% clear visibility days during an average Summit, it is always a problem in getting people to patronize the line on cloudy days, thus directly affecting the economy of the operation which he termed was "borderline." Mr. Dunn was employed as a youth on the Cog Railroad 1930-1936. Following his retirement in Oct. 1969 after a career with the B&M Railroad in the maintenance and procurement division and World War II service (when he was associated with railroad operation in Europe), he became manager of the Cog Railroad last year."

- Littleton Courier – Thu, Jun 17, 1971 pg. 1 & 4

July 1st

New Early Season Mark Set: "The Mt. Washington Cog Railway has had the best June on record for at least 20 years. Since opening for the 1971 season, it has carried over 3,000 passengers to the top of New England – some 25 percent ahead of last year. A big holiday weekend is anticipated and all six of the unique trains are ready to go, with an hourly scheduled from 8 a.m. to 6 p.m. daily."

- Littleton Courier – Thu, Jul 1, 1971 pg. 1

White Mountain Riding Celebrated: "Enzo Serafini of Sugar Hill was in Lancaster on Saturday and Sunday to announce the White Mountain Riding Club's annual Horse Show. It was a surprise weekend for him. Not only did the club dedicate the program to him, which is a singular honor in itself, but on Saturday he was presented a Paul Revere bowl by the Honorable Cass White, a veteran horseman, on behalf of Serry's many friends. On Sunday a huge anniversary cake was set up on a table at ringside, marking his 20 years of service to the Club Shows. It was made and decorated in handsome fashion by the Mt. Washington Cog Railway chef (likely Grace Rusinski) and was the gift of Mrs. Ellen Teague and family. Mr. Serafini was joined by Mrs. Serafini and he cut the cake which was served to every person on the grounds."

- Littleton Courier – Thu, Jul 1, 1971 pg. 4

August 8th

Quadra-Header: "Mountain Musing: Four trains leaving the Base Station at the same time Sunday (8/8) was a novel occurrence at the Mt. Washington Cog Railway. Caused by the large number of people awaiting the ride to the Summit at the time (740 passengers were transported for the day), it meant there were six trains on the mountain line at once – two serving the upper section."

- Littleton Courier – Thu, Aug 12, 1971 pg. 4



- Axtell (KA) Standard - Thu, Jul 29, 1971 pg.6

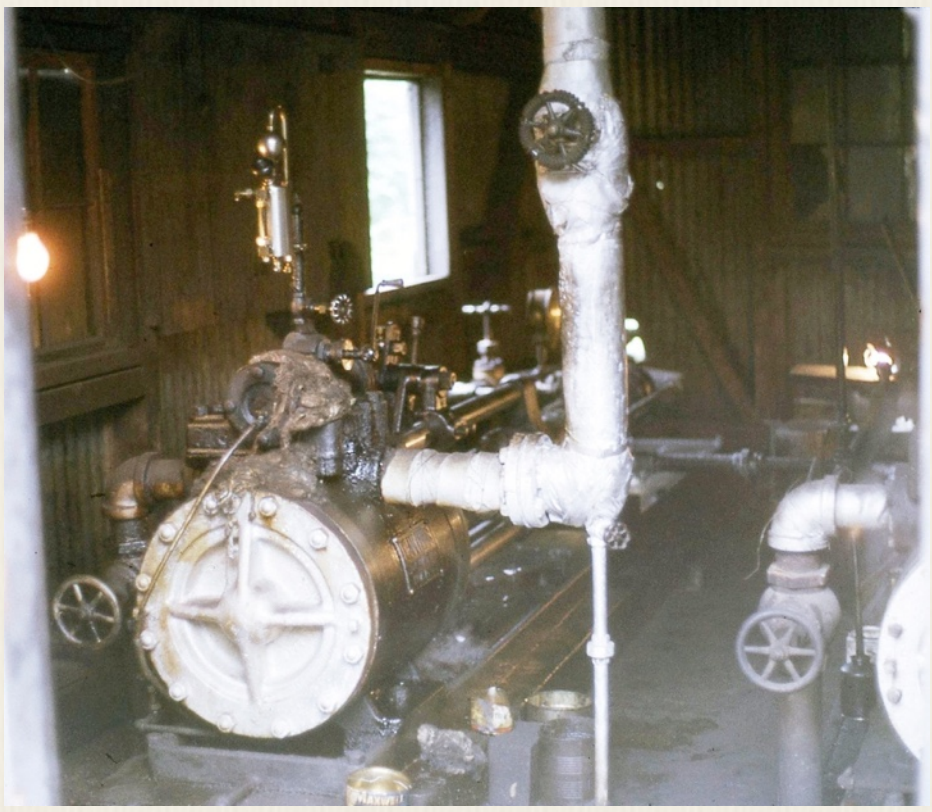
September 8th

Rotary Cog Trip: "A ride to the top of Mt. Washington, followed by a social time and dinner at the Base, was a thoroughly enjoyable experience yesterday *(9/8)* of members of the Littleton Rotary Club and their wives. It was the regular weekly meeting of the club. Headed by President Wayne B. Ruggles and Mrs. Ruggles, the visitors were guests of Mrs. Arthur S. Teague, president, and Paul C. Dunn, general manager, of the Mt. Washington Cog Railway. Mr. Dunn accompanied the group of 43 people, 20 of whom had never been to the summit via the cog railway, describing points of interest on the unique round trip that was blessed with pleasant weather. Upon the return to the Base, Mrs. Teague was a gracious hostess at dinner at which each lady received a gift." *- Littleton Courier – Thu, Sep 9, 1971 pg. 1 & 4*

October 12th

Steepest Railroad: "The steepest railroad in the world runs up the side of Mt. Washington in New Hampshire. Built 102 years ago, the first of its kind, it literally takes its passengers on a trip to the arctic, for the weather at the summit, the soil and the vegetation simulate that of the far north. The cog railway has the largest fleet of steam engines in the country - seven. Six run up and down the mountain regularly while the seventh is kept in reserve. Engines are maintained and even built in a shop at the base, but there is a problem in finding steam locomotive builders and boilermakers. The trade is fast disappearing. "This is a private enterprise working in the old steam era," says Paul C. Dunn, general manager of the Cog Railroad and former vice president of the Boston and Maine. As he stood at the base talking, the smoke from one of the engines belched up black clouds. "People forget when they talk of pollution what the old steam engines used to do." The three miles of track and trestle which wind up Mt. Washington, have endured ice, hot cinders, wind and tons of snow but the porcupine has a special taste for the ties, stringers and braces. His gnawing has forced replacement of many a timber. The 25 college boys employed each season, many holding very responsible positions, are supervised by Robert Kent who teaches school in Essex Junction, Vt."

- Ukiah (CA) Daily Journal - Tue, Oct 12, 1971 pg. 21 / San diego (CA) Evening Tribune - Fri, Nov 12, 1971 pg. 48





Kevin Day: *"One of the highlights of the old Cog Railway was the pump house. A hand fired boiler with a horizontal steam powered pump (next page). Because the pump was pushing water against such high back pressure the building seemed to shake with every stroke of the piston. (Fall 1971)*
- Kevin Day Colllection

October 17th

Season Ends 11% Ahead of 1970: "The Mt. Washington Cog Railroad closed its 102nd season Sunday *(10/17)* on a happy note. This October was the busiest October since World War II, with a total of 4,500 passengers carried to the top of New England. The season started with a record-breaking June when 3,300 people were carried, compared to 2,300 a year ago. For the season as a whole the passenger count totaled some 48,000, an increase of about 11 percent over a year ago. "The wonderful start and finish of this season is an indication of how the Summer business is being extended over a longer period," this week said Paul Dunn, general manager, who has completed his second year at the post and has returned to his home in Winchester, Mass. "Good weather and excellent Fall Foliage contributed to this year's wonderful record," he added. Business at the gift shop and restaurant at the Base Station was up about three percent over a year ago. Work is proceeding on construction of the first new locomotive for the mountain line since 1908. The engine frame and components have been taken to the shop at the home of the master mechanic, Niles LaCoss, in Etna where he will continue work during the winter, hopefully to have the engine completed for use next season. Meanwhile, Crawford Hassen, caretaker, has again taken over at the lone occupant of the railroad facility at the Base Station for his 11th Winter. This year the state-operated facility at the Summit closed on Oct. 11, a week before the railroad closed, while the Mt. Washington Auto Road will as usual remain in operation until forced to close by ice and snow. It had been hoped that with the state taking over the Summit the operation at the top would extend further into the Fall to accommodate both the Auto Road customers and the large number of hikers still on the trails."

- Littleton Courier – Thu, Oct 21, 1971 pg, 1 & 4

October 28th

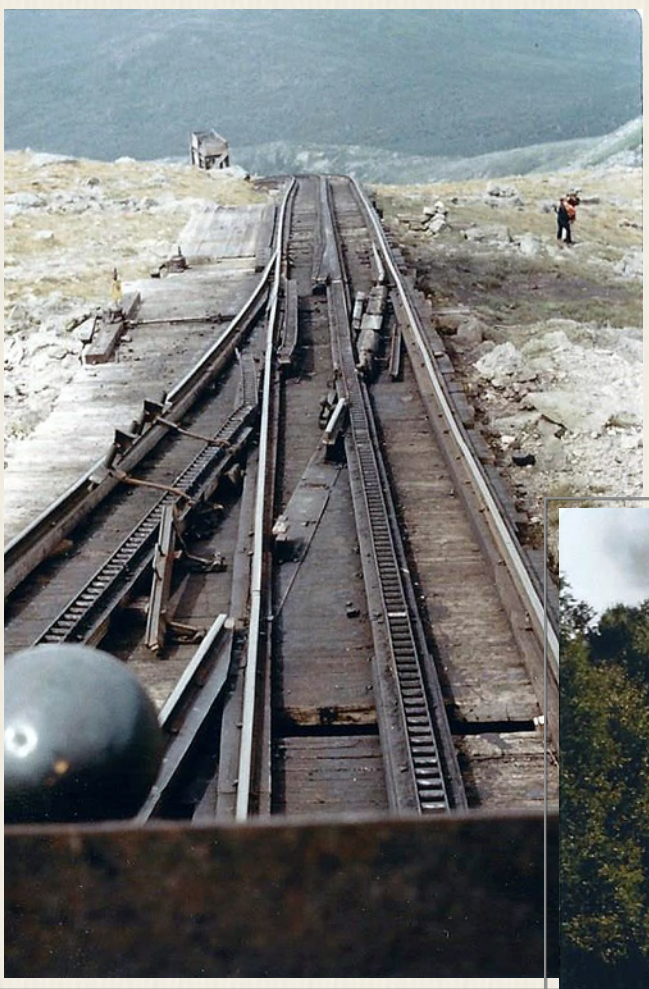
Difficult to Meet Cog Payroll: "Mrs. Arthur S. Teague, president of the Mt. Washington Railway Co., said this week: "The Mount Washington Cog Railway did have a good June and October, as reported in last week's *Courier*, but – the months of August and September were behind the corresponding months of 1970, probably because of an unusual amount of rain. This year I had to raise the price of the round trip from $6.95 to $7.50 to cover the rise in expenses and cost of maintenance. This past May there was a heavy payroll on the track repair and maintenance crews and as there was no income until we opened for business the middle of June, there was a heavy deficit. We did meet expenses, but with a demanding payroll and

Wade J. Stevenson
Fall 1971

In the fall of 1971, renowned railroad photographer Wade J. Stevenson visited the Mount Washington Railway and took pictures that documented the new maroon passenger coach color scheme that would be in place when the brand-new No. 10 Colonel Teague engine made its debut a year later. Stevenson had started taking railroad shots with a box camera as a boy. He became a machinist's helper in the Milwaukee Railroad shops. By 1969, he had documented 30 years of train and railroad history with between 10-15,000 black & white prints, 10,000 color slides and hundreds of feet of movie film. His Cog images joined the collection in 1971. Some of Stevenson's images made their into General Manager Paul Dunn's Cog scrapbook. After Dunn's death, nephew David Gordon took possession and sent scans of the pictures *(below)* for use in the Jitney Years project.











Clockwise from top left: *No. 1 on transfer, new colors & tourists on Coach 7, No. 2 at Waumbek Tank, No. 6 up out of Marshfield & Skyline Switch set to mainline (Fall 1971)*
- Stevenson photos / Dave Gordon Collection

excessive increase in taxes, it indeed has been difficult to meet. I want it understood that the 11 percent boost that Paul Dunn, my general manager, mentioned for June and October over the 1970 June and October season, certainly is not the same as an increase in income for the 1971 season."

- Littleton Courier – Thu, Oct 28, 1971 pg 1 & 5

December 5th

Cocktail Party: "Mrs. Arthur S. Teague will entertain at a cocktail party Dec. 5 at her home in Chestnut Hill." *- Philadelphia Inquirer - Thu, Nov 25, 1971 pg. 38*

Cog Railroad ridership estimate - Mt. Washington Use Figures collected for the Mt. Washington Commission indicate 50,000 people rode the trains during the 1971 season.





1972

February 17th

Steam is Dead?: "Mountain Musing: TRAINS, the magazine of railroading, includes in its March issue an article titled "Steam Is Dead? Long Live Steam!" Featured is a full-page picture of a new engine under construction for the Mt. Washington Cog Railway. The Col. Teague will be the eight 0-2-2-0 on the roster. Work, which has been limited to part-time, when-available basis at the company shop at the Base Station, has continued this Winter in Hanover."

- Littleton Courier – Thu, Feb 17, 1972 pg 6

March 2nd

Sherman Adams Talks Summit: "Former Governor Sherman Adams met with the members of the board of directors of the White Mountains Region Association recently to discuss the most recent proposals for improvement of the Mt. Washington Summit. Adams is chairman of the Mt. Washington Commission which has been charged by the Legislature not only to devised plans for the Summit but also to work to see that these proposals are implemented. Basically, the commission has recommended a $1.8-million Summit building which would serve as a restaurant and day facility for tourists and hikers visiting the highest point in the Northeast. The building will also house the famous Weather Observatory and have a small museum devoted to the history of the Summit which dates back over 200 years. Other improvements would include remodeling the Tip Top House and removal of the other buildings there which are in a dilapidated condition. Adams noted that over 250,000 people visit the Summit each year, 50% being hikers. The commission feels that it is necessary to charge a modest fee for entrance to the Summit building to pay operational costs of the park. Adams stressed there have been four study groups in the last 30 years who have tackled the problem of improving the facilities on the Summit. He expressed the hope that the state could now make the Summit an outstanding tourist and scientific attraction." *- Littleton Courier – Thu, Mar 2, 1972 pg. 7A*

May 1st

Soon It Will be Summer: "Mountain Musing: The summer season, despite current weather trends, is just around the corner. The maintenance crew goes into the Base of Mt. Washington for preseason Cog Railway work on next Monday *(5/1)*."

- Littleton Courier – Thu, Apr 27, 1972 pg. 5

May 13th

Early Run to Summit: "A locomotive of the Mt. Washington Cog Railroad made a run to the Summit Saturday, May 13 – the earliest date for many years. Work is underway preparing the mountain line for opening on Saturday, May 27 – one of the earliest opening dates in recent times."

- Littleton Courier – Thu, May 18, 1972 pg. 1

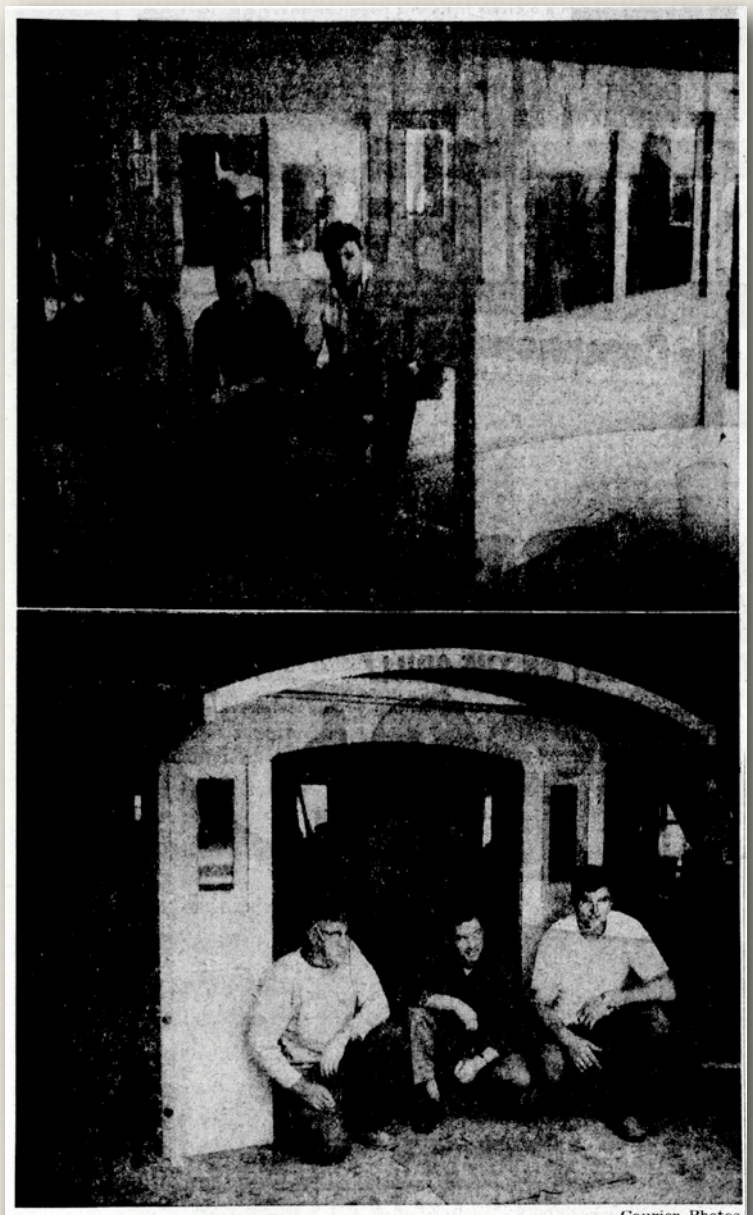
May 27th

Season to Begin: "This Saturday, May 27, the Mt. Washington Cog Railway begins its 104th year



- Littleton Courier - Thu, May 18, 1972 pg. 2A

of service to the Summit of New England's tallest peak. There is a lot of excitement at the Base this season: a new locomotive is to be placed in service – the first one in more than 60 years. This eighth locomotive on the present roster is numbered "10" and will be named for Col. Arthur S. Teague, the late president and general manager to whom much of the railroad's success is owed. It is in the final stages of being completed. The last locomotive built for Mr. Washington was made by Manchester (NH) American Locomotive Co. Thus the building of No. 10 is a major undertaking and probably the only steam engine to be under construction presently in the United States. It is expected that the new engine will be ready for service sometime in mid-Summer. This locomotive has been under construction for the past two years at the railway shops with the work being done by the Master Mechanic Niles LaCoss. The shop crew's progress has been slow as preference had to be given to routine maintenance on the other engines and cars. Thus last Fall the boiler was removed and the engine frame with its running gear was taken to LaCoss's Etna (NH) shop where he and his assistant, "Steve" Christy, a young man from Louisiana and an engineer of the line, completed the frame with its cylinders and numerous parts comprising the steam engine during the Winter. To rail rans this would be called Mallet with a 0-2-2-0 wheel arrangement. LaCoss himself is a former sawmill operator and blacksmith and former Hanover selectman. For the last few years he has been the Cog Railway's master mechanic. Design followed the basic plans of the last locomotive, built in 1908. Most of the smaller parts were forged and machined at the base shop or at Etna while larger parts were obtained from foundries and machine shops in the East. Incorporated into the building of the No. 10 are some new ideas of the railway's mechanics. One such idea came from Steve Christy. He designed the steam release valves to permit escaping steam to shoot under the tracks rather than to the side and onto the feet of people waiting alongside. The new locomotive arrived at the Base Station Tuesday, May 16, on a flatbed truck from Etna. Since its arrival, the boiler has been re-placed upon the frame and final fitting was begun on the piping and the numerous appliances required to make a steam locomotive operational. The cab for the locomotive is now being constructed of solid oak the same design as the other engines in service at the A. N. Farr Co., Inc., shop of William Carbonneau in Littleton. The Mt. Washington engines climb a maximum grade of 37.41%, making this one of the steepest climbs in the world. The ride is 3½ miles long climaxing with the Summit and its spectacular view. Last Summer the Cog Railway carried some 50,000 passengers, with the service of an additional locomotive, permitting operation of seven trains and a reserve engine at the Base Station which enables the railway to offer an improved service and accommodate more people on peak days Trains begin running this Saturday, May 27, on weekends until June 17, when daily service begins. July 1 through Sept. 10 eleven trains a day operate. The earliest leaving is 8 1.m. and the latest leaving (the Sunset Special) is 6 p.m. More trains will be added if traffic demands. An Early Bird Special with reduced family fares is available on the 8 a.m. train."



—Courier Photos

READY FOR DELIVERY THIS WEEK WAS THE CAB for a new locomotive under construction for Mount Washington Cog Railway. Robert E. Santy, William Carbonneau and Edward Santy (left to right) of A. N. Farr and Co., Inc., of Littleton, owned by Mr. Carbonneau, are seen in top picture with front view of the cab and in bottom, a view of the rear with original blueprint for a Rack Locomotive Cab dated March 11, 1908.

- Littleton Courier – Thu, May 25, 1972 pg. 8B

June 22nd

New Cab Ready: "Ready for delivery this week was a rack locomotive cab *(right)* built in Littleton for a new engine being constructed at the Base Station of the Mount Washington Cog Railway. It is the first new locomotive in more than 60 years. This eighth in the present roster is numbered "10" and will be named for Col. Arthur S. Teague, the late president and general manager to whom much of the railroad's success is owed. It is probably the only steam engine to be under construction in the United States. Builder of the cab was A.N. Farr Co., Inc., Mill St., Littleton. The original blueprint of Mar. 11, 1908 was available for the construction of the cab. Weighing 600-700 pounds, it measures 72 inches

long and 84 inches wide, with an overall height of 84 inches. Constructed at the Littleton shop in three weeks of labor, it is made of two-inch native oak with 16 ½ - inch planking of mortise and tenon construction. It is bolted with a total of 56 feet of half-inch steel rods and more than 50 nuts and washers. Some 350 board feet of oak went into its creation. It will have a marine plywood roof. There are eight safety plate glass windows, two at the front opening for the engineer and fireman, side windows of slide openings, and rear windows of fixed sash. Construction of the cab for the latest in the unique slanted boiler cog engines was one of the most unusual projects the Littleton firm has ever undertaken said the owner, William Carbonneau. Work is now getting underway on producing mahogany windows for the passenger cars, similar to what the Littleton company has done before. It also has an assignment to produce windows for the Cannon Mountain Tramway cars."

- Littleton Courier – Thu, Jun 22, 1972 pg. 3B

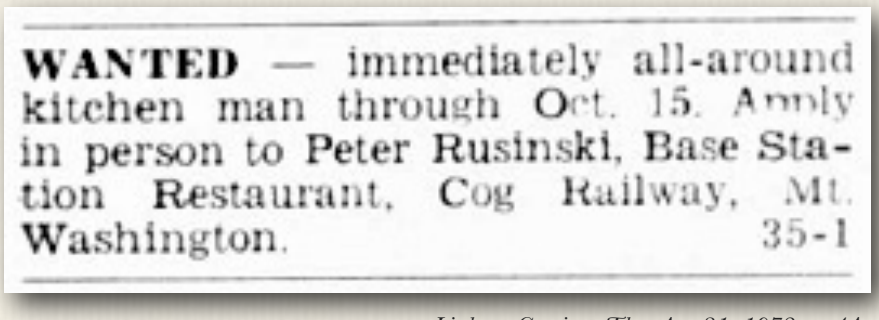


Trainmaster *Bob Kent outside ticket office (~1972)*
Anne Teague Koop: *"What year, Shirley (Kent)?"* ***David Huber:*** *"My guess is 73. Bob is clean! This was year he was Trainmaster and didn't have an engine and crew I believe. Only ran to cover days off."* ***Robert "Cal" Callahan:*** *"David, can the ticket office price date the year? In 73, my first year Bob Kent was the train master."* ***Huber:*** *"Cal - yes. He was train master my first year, '72 also. But he also ran the Deuce fulltime with Bill Bickford as fireman."* ***Art Poltrack:*** *"$6.95 is the indicator. I think it was $9.95 in 1975."* ***Mark Rockwood Sr:*** *"Art - $5.95 in '69."* ***Alan Warner:*** *"I think $6.95 was '72. Raised to $7.95 in '73"* ***Cal Callahan:*** *"Alan - I remember the $7.95 in '73"* ***Dave Kurz:*** *"Ahhh....at $6.95 you'd come down at 1pm and see the folks for your sold out 4 o'clock train."* ***Eric Chase:*** *"I bet a good engineer can run six trips a day now all by himself or herself or itself..."*
- Kent Family Collection / MWCR: We Worked There FB post

June 30th

Cog Steams Bravely Up: "Steaming into its 99th year in operation, the Mt. Washington Cog Railway to the top of the Rockpile begins hourly runs July 1, and will continue its journeys through sept. 10. After that, two trains will clatter up the cogs at 11 a.m. and 2:15 p.m. More trains will be added to the schedules as traffic demands. A new engine, the first since 1908, will be added to the line later this season. Engine No. 10, "The Colonel," will bring to eight, the number of engines used on the worlds steepest railroad. The Colonel" is named after Col. Arthur S. Teague, who for 34 years helped develop the railway using his mechanical genius to conquer the highest slope in the East by rail. The engine was begun last summer in Hanover and shipped by truck earlier this spring to the Marshfield Base Station for completion. (Ed. note: Boiler was attached to frame in 1969 during the Centennial celebration.) Niles LaCoss of Hanover (Ed. note: Etna), who has been instrumental in the construction, said the new addition is being built from the same 1908 blueprints used to erect the last engine. Each of the four steam cylinders that drive the wheels will develop 35 to 40 horsepower to push the little train up the three and half miles of steep mountain slope. Loaded, the engine weights 18 tons. The boiler, like all the other engines, has been placed at the 15 to 17 degree compromise angle LaCoss said is needed to allow the engines to function properly on the grade. A ton of coal and 1,200 gallons of water are needed for a round trip in the mountainside."

- Manchester (NH) Union Leader – Fri, Jun 30, 1972 pg. 124


WANTED — immediately all-around kitchen man through Oct. 15. Apply in person to Peter Rusinski, Base Station Restaurant, Cog Railway, Mt. Washington. 35-1

- Littleton Courier - Thu, Aug 31, 1972 pg. 4A

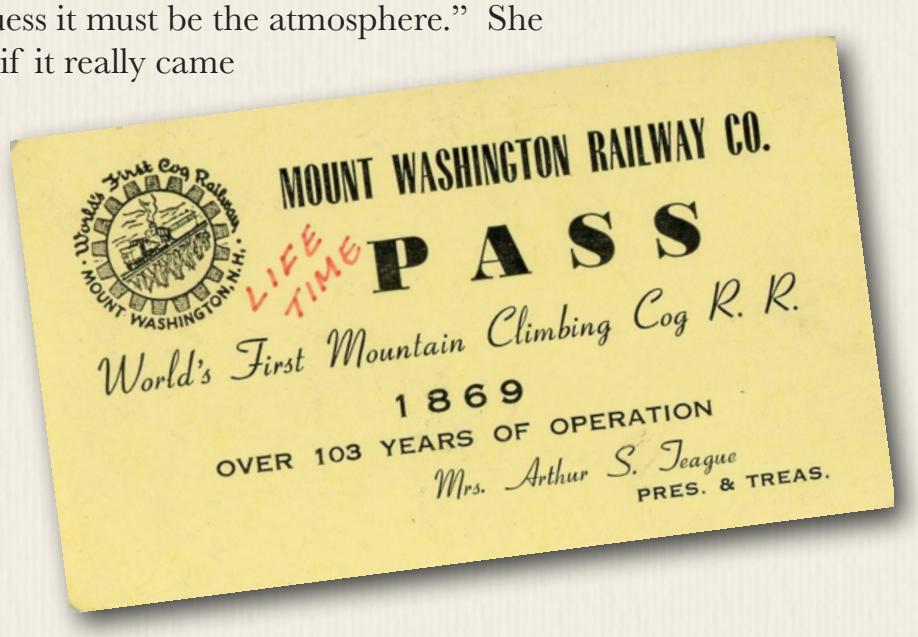
July 13th

Rev. Norm Speaks: "Whitefield notes: Community Baptist Church Sunday morning worship at 10:30 with Rev. Edward C. Jager. The guest

preacher at the morning worship service on Sunday (7/8) at the Community Baptist Church was Norman Koop, graduate student at Princeton Theological Seminary. Mr. and Mrs. Koop are residents of Philadelphia and both graduates of Eastern Baptist College. Mrs. Koop, the former Anne Teague, is the daughter of Mrs. Teague of the Cog Railway." *- Littleton Courier – Thu, Jul 13, 1972 pg. 3*

July 22nd

Mrs. Teague at the Controls: "One of these days soon, the *Colonel Teague*, the first railroad steam engine built in this country in almost two decades, will huff and puff its way up Mount Washington. The engine is being put together by the Mount Washington Cog Railway and it's a nearly impossible feat to write about the mountain without calling it "the highest in the Northeast" because its 6,2888 feet and sometimes it also is described as "snowcapped" because the white stuff just plops around up there until Mother Nature or whoever decides it's time for summer. And it's also tough to write about the railway without noting "the world's first such railway" because the cog railway was built in 1869 and that made it the first in the world. But the real driving force behind the engine - and the railway, for that matter - is not a set of pistons, nor any of the mechanical gizmos which keep those engines chugging up the mountain. It's Mrs Ellen Teague, a widow and mother of nine who runs the whole show and refuses to take time to feel sorry for herself; instead, she blankets herself with the myriad chores involved in directing the railway and the gift shop-luncheonette at the base of the mountain. She talks about so many things that have become almost passé in a lot of segments of today's society, things like hard work and determination, stick-to-itiveness and things like that. And then she lives it, rather than just preaching it. Mrs. Teague lost her husband in 1966 *(1967 actually)* and a daughter died two weeks later in a bizarre accident. Another daughter is blind and can be found sitting next to a cashier in the lunch room while her mother flits from her to there and back again, overseeing everything and making certain all goes just right. Mother Hen at work, it seems, with a stack of scribbled notes in her hand - or under her wing, as it were - as she scurries about her barnyard. The steam engine *(probably means boiler)*, she went on while taking a rare break, was bought about 10 years ago after the Dillon Steam Co. down in Boston had a fire. But it wasn't until after her husband died that the cog railway started to work on putting it in use. "We haven't estimated what the total cost will be, but I guess it will be about $30,000 just for parts," she said. Niles LaCoss operates a repair shop in Etna, which is down on the Connecticut River near Hanover about 75 miles southeast of the mountain, and he and Earl Cone, who used to be a foreman on the Boston and Maine Railroad, have been supervising the work on the engine. When the *Colonel Teague*, named for her husband, finally hits the tracks it will give the railway eight engines and seven coaches, including a couple of coaches from the 1880s. The last steam engine built in this country for a railroad, she said, was built about 1954. The railway gets coal for its operation from West Virginia, she said, with a coal car dumping off about a ton a week (Ed note: this is wrong - each Cog engine uses a ton on each trip up the mountain.) "It's expensive - about $1,200 a load - but we're a 19th Century railroad and that's what we have to use, she said, "so..." And for any Figure Filbert who keeps track of such things as the weight of the cog railroad engines in northern New Hampshire in the year of our Lord 1972, the new engine will weight about 18 tons, Ellen Teague said. The others check in at between 14 and 16 tons. The last new piece of equipment which the line put into use was an aluminum coach built in the late 1940s at a cost of about $50,000, she added. *(Ed note: Cost may be correct but the last aluminum coach built went into service in September 1962)* "Most people seem to like those old red and yellow circus coaches when they go up the mountain," she said, comparing the wooden coaches which hold up to 55 passengers with the more modern aluminum coaches. *(Ed note: wooden coach capacity - 48 / aluminum coach - 54)* "I guess it must be the atmosphere." She could even handle running an engine up the mountain, if it really came down to it, but Ellen Teague quickly added it's been a while since she had a hankering to try it. *(Ed note: Ellen Teague never qualified as an engineer)* Instead, she has a staff of 98 kids from 40 colleges - including as far west as Cal Tech - to handle the chores while she guides the operation. Or, as the old railroaders might have said, if they wanted to turn a phrase, the staff handles the chores while she... uh... "keeps her handle on the throttle." *- UPI feature by Paul Robbins in Brattleboro (VT) Reformer - Sat, Jul 22, 1972 pg. 5*



September 14th

Cease & Desist Order:



No. 4 Summit at the Base Station (Aug 1972)
- Edward J. Ozog photo / NERAIL photo archive

"New Hampshire's oldest tourist attraction and the first mountain-climbing cog railway in the world, the Mt. Washington Cog Railway, has been ordered to cease polluting the air with its coal-burning locomotives by the N.H. Air Pollution Control Commission. The order was personal delivered Thursday *(9/14)* by Forest Bumford, director of the commission's administrative arm. The company has been carrying tourists to the Summit of New England's highest peak for over 100 years. It has been given 60 days to alter the engines so that they won't pollute or go out of business. The railway normally closes on Oct. 15 for the Winter, which will give the company until next Summer to deal with the situation. It will ask for a variance, as allowed to do by law, so as to continue to operate. Oil and propane gas have both been tried unsuccessfully (as alternate fuel sources). Another cease and desist order affects the coal-burning pumping station which is operated at the Base Station to provide water for Summit for the State Park located there. The water is pumped to the Summit for use by the small hotel and restaurant complex, a Weather Observatory and a Cold Regions Laboratory. The television transmitter building has its own water supply. It was noted that the order could put the Summit House hotel and the Weather Observatory out of commission for lack of water. The action by the Air Pollution Control Commission brought immediate reaction, opposition voice by private citizens, and newspaper editorials. Said the Manchester Union Leader: "Of all the damned fool ideas in connection with ecology, about the stupidest we have ever heard is the order by the state Air Pollution Commission for the Mount Washington Cog Railway to stop operations because its coal-burning locomotives are 'polluting' the atmosphere. If you pause to consider how relatively little smoke is put out by these engines in this remote part of New Hampshire's wilderness, then you join us in seeing this as being about as stupid a bureaucratic action as we have ever come across. The cog railway has been operating since 1869. It is one of the principal tourist attractions in the entire State of New Hampshire. It is an historic railroad. It serves as a great magnet to attract people from all over the world to come to New Hampshire. AND THIS IS THE RAILROAD THAT THE AIR POLLUTION COMMISSION WANTS TO PUT OUT OF BUSINESS! There is no question about it. We all know that the rivers need to be cleaned up and that many things about our environment need to be improved. But you have to use a little common sense in the process. It's certainly lacking in THIS CASE!" Edward and Murray Clark, who operate Clark's Trading Post in Lincoln, including a one-mile railroad track with vintage wood-burning locomotives, commented this week. "The edict to the Mt. Washington Cog Railway is an unjust application of the law. Mt. Washington is the greatest thing New Hampshire has and the Cog Railroad, well over 100 years old, contributes only trifling amount of pollution to the air. We think the action taken this week is very unjust, knowing full well the Cog Railroad cannot convert to another fuel easily or economically, and that the operation is seasons to say the least. If the Pollution Control Commission is given this power, it will soon have half the industry in New Hampshire shut down. The North Country has already been considerably damaged." It was noted in the press this week that the last session of the Vermont Legislature made an exception for Steamtown, U.S.A., a Vermont tourist attraction, in so far as the air pollution regulations would not apply to it. It faced a situation similar to Mt. Washington some time ago when it was threatened with shutdown unless it could meet the insurmountable task of fixing a steam locomotive so it won't put out smoke."

- Littleton Courier – Thu, Sep 21, 1972 pg. 1 & 4

1972



September 19th

Railroad Gets Orders to Quit 'Smoking': "The New Hampshire Air Pollution Control Commission ordered the Mt. Washington Cog Railway to stop polluting the air with coal-burning locomotives. The commission has issued a cease and desist order. A second cease and desist order issued gives the firm 60 days to stop polluting the air with a coal-fired pumping station at the base of Mt. Washington. The station pumps water to the summit for a small hotel and restaurant complex, a weather observatory and a cold regions laboratory. Paul C. Dunn, general manager of the railway, said the firm would request a hearing on the order affecting the locomotives, and then would request a year's variance to avoid being forced out of business. "There's no way to fix a steam locomotive so it won't put out smoke," said Dunn. "We're not polluting any more now than we did 50 years ago. I hope the people of New Hampshire will be reasonable about this. The cog railway is quite an important part of the economy of the North Country." Regarding the pumping station, Dunn said "we don't need the pumping station for our operations. We're running it for the state park on the summit. If the state wants water at the top, it will have to find a way to get it up there." *- Portsmouth Herald - Tue, Sep 19, 1972 pg. 1*

September 20th

Colonel Teague & the Perfect Day: Don Tibbetts column "Here in Manchester I've watched the thick, black columns of dump smoke almost blot out the Queen City from the view of motorists on Interstate 93. I've seen the sky filled with industrial smoke and I've walked or driven behind buses that threatened to asphyxiate those in proximity. I learned as you did yesterday *(9/19)* that the Air Pollution Commission, despite the apparent area of the state's largest city to work on, has zeroed-in on the Mt. Washington Cog Railway. The long-time tourist attraction is threatened with a shutdown because of its coal-burning locomotives. Next Sunday, Sept. 24, the first passenger trip of the new locomotive No. 10, named the *Col. Teague* will make is way up the Mt. Washington Railway. The locomotive was built at the unique railway's shops on the side of Mt. Washington and is the first locomotive built for this company since 1908. The First steam locomotive to be built in this country for many a year, it will bring to eight the Mt. Washington Railway roster of active locomotives. Col. Arthur S. Teague, longtime president and general manager of the railway, is gone now. But I vividly remember the clear day that my family and I visited with him in 1965 for a coast-to-coast *NBC-Monitor* broadcast. Mild mannered Teague personally took us aboard the railway to the summit of the 6,288 foot mountain top, where we did the radio broadcast in a setting that gave a magnificent view looking from New Hampshire right into the state of Maine. He spoke with justifiable pride of the world's first mountain climbing cog railway which he said "started in 1866 and after three years of construction was completed in 1869." It was "Colonel" Teague because from 1941 through 1946 he was an army officer and was an assault battalion commander on D-Day on Utah Beach. His military record was cited by the Belgian, French and British governments as well as the United State Army. Col. Teague related that his work with the cog rail was "as exciting" as his combat experience "but not as daring." I remember the one-hour, 15-minute trip up the highest peak in the Northeast and the 45-minute descent had thrills too. Col. Teague seemed bashful and modestly reluctant when I mentioned he counted Ernest Hemingway as a personal friend, but warmly relaxed when I asked for details of the railway. "The cog railway has seven steam locomotives. They are somewhat different from most locomotives because of the fact the boilers are set at an angle to take the average slope of the track which is 25 percent grade," he told me. When we reached Jacob's Ladder, Col. Teague explained "the steepest part of the grade has an average grade of 37 ½ per cent slope. You might say that the coach, which is 35 feet long, has passengers at the front of it that are sitting approximately 14 feet higher than those passengers at the rear of the coach," he explained and I tightened my grip on my seat for I knew he was so right! Col. Teague told us how the locomotives use about one ton of coal and a thousand gallons of water on each trip up the mountain. He commented on the "world's worst weather" atop Mt. Washington, citing a wind velocity of 231 mph recorded in April 1934, "the fastest known to be recorded by man." Col. Teague said three Presidents had visited atop New England's highest peak, and he said, "We had a Masonic Lodge work a degree atop Mt. Washington." As postmaster of Mt. Washington, Col. Teague told us of how he "ran through about a half-million postcards per year for the tourists going through here." Perhaps the most fascinating thing the colonel told us was of a practice his employees used many years ago, to get down Mt. Washington. "Yes, they had a slide board device which the employees dubbed as the

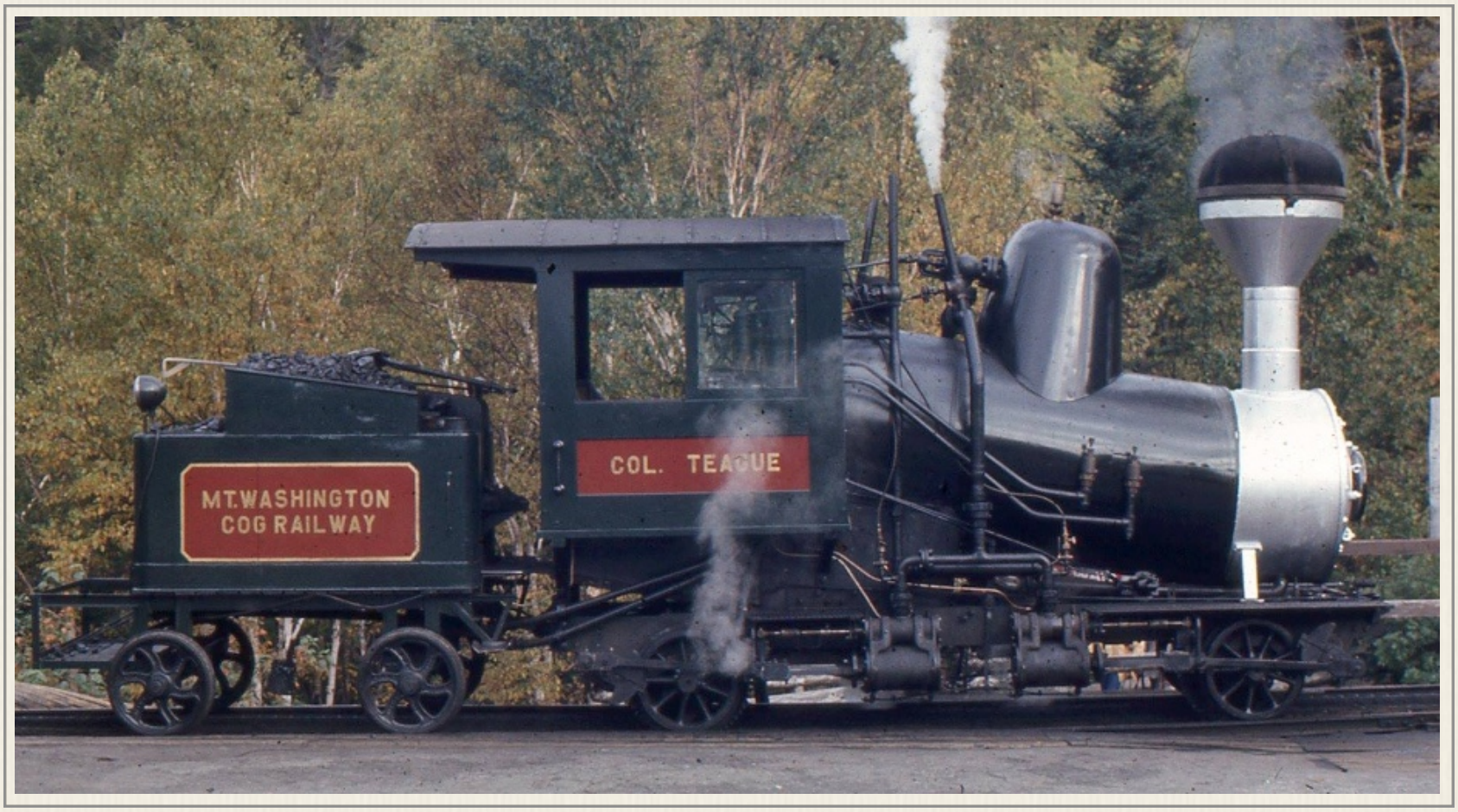
'devil's shingle.' They would grease this little board which was just about big enough for one person to sit on, put it up on top of the center on the cog rail and take one long push-off for the base of the mountain! The record time was two minutes and 45 seconds for a distance of three and a quarter miles. This was done back in the early 1880s and as late as 1920," he said. My wife and I and our four children will probably always remember our visit seven years ago *(1965)* with Col. Teague. It was one of those perfect days. The kind of day I hope it is next Sunday when the locomotive honoring his name chugs up Mt. Washington. I'll just bet if you look hard enough into the sky caressing the earth that dares to poke itself so high into the brisk New Hampshire north country air, you might be able to picture Col. Teague smiling in approval. This, despite the fact the days of the cog railway may be numbered."

- Manchester (NH) Union Leader – Wed, Sep 20, 1972 pg. 14

September 21st

New Engine Sunday: "The Mount Washington Railway announces that the first passenger trip of its new locomotive #10 *(below)*, named the *Col. Teague,* will be at 11 a.m., this Sunday, Sept. 24. This locomotive was built at the railway's shops on the side of Mount Washington. It is the first locomotive built for this company since 1908 and is the first team locomotive to be built in this country for many years. The addition of this locomotive will bring the Mount Washington Railway roster of active locomotives to eight. Mrs. Arthur S. Teague, president, this week issued an invitation to everyone interested to attend the ribbon cutting ceremony."

- Littleton Courier – Thu, Sep 21, 1972 pg. 1



- Kent Family Collection

The Little Engine - Which Can't?: "Editorial: The Air Pollution Commission has dealt a fatal blow to the Mt. Washington Cog Railway. In its edict it has given the famous scenic ride to the Top of New England six months to meet stringent air pollution requirements. It is our understanding that this amounts to a foreclosure on the Cog Railway which for 103 years has been a major White Mountain attraction which annual accommodates some 50,000 passengers on the ride to the Summit of Mt. Washington. The pollution limitations are such that steam locomotives cannot live with them. Oil and (LP) gas have been tried without success and conversion to oil also would destroy the popularity with the public of the little steam engines which are a nostalgic reminder of early chapters in railroading. Ecological goals are resulting in regulations that are stifling many private enterprises. First it was the Lincoln paper mill, then Groveton Papers Co. which was forced to abandon part of its operation. Other industries are also being hard hit. While the environment must be protected in every practical way, forcing recreational railroads such as the Mt. Washington operation to meet unattainable standards is a procedure of very doubtful value. There must be plenty of pure air in the White Mountains that can easily ab-



Charles Teague, Ellen Teague & State Sen. Laurier Lamontaigne in front of the new No. 10 Col. Teague engine ((Sept 24, 1972)
- Courtesy N.H. Union Leader

sorb the amount of pollution created by these seasonal operations. We would expect and urge the next session of the State Legislature to give this problem its serious concern and see the need for remedial action."

- Littleton Courier – Thu, Sep 21, 1972 pg. 2D

September 24th

Engine No. 10, the *Colonel Teague* becomes the ***first new engine since 1908***. It was built at the Cog shops. Later renamed *Kro Flite.* Currently *(2022)* used as billboard at the junction of Route 302 and the Base Rd.

www.cog-railway.com/03timeline.htm

Dream Realized: "A dream came true yesterday *(9/24)* for the family of the late Col. Arthur S. Teague, who as for many years president of the Mount Washington Cog Railway. As a whistle blasted in the background and steam plumed outward on the breeze, a group of 600, including New Hampshire civic and governmental figures watched Charles A. Teague, son of Mrs. Ellen Teague who is president and treasurer, cut the ribbon admitting the new locomotive, *Col. Teague* into the operating equipment of the worlds first and foremost cog railroad, now 106 years old. "Arthur dreamed of this day," Mrs. Teague said, as she handed the shears to her son. "He planned this locomotive's birth long before he died, and would be like a small boy to see it come to fruition." The 18-ton engine and tender, at first sight, look like the others. There are ten locomotives now, and the *Col. Teague* bears the number 10. *(Ed note: There were only eight locos in the fleet. Nos. 5 & 7 being retired)* The engine didn't just happen. It as the brainchild of Col. Teague, who died in 1967, and the handiwork of Niles LaCoss, 60, of Etna. LaCoss didn't work alone. At the nation's only square roundhouse, owned by the Mt. Washington railway, he, Earl Cone, 72, a machinist, and mechanics Harold Adams, 73, and Frank Kenison labored to see this latest in the long line of chugging, puffing, steam locomotives come to life. His work has not gone unheeded. On the face of the *Col. Teague* is a bronze plate, stating that the locomotive was his work. Mrs. Teague said, "This is an expensive operation and we have to invest our money, not spend it. So, we had to save a little here and a little there, and gradually this locomotive took shape. I am fortunate to have the genius of Niles LaCoss." The locomotive had been in construction since the year of Col. Teague's death, totally new in every part. Among the many political figures and fans of the railway attending were ex-Gov. Wesley Powell, Sen. Laurier Lamontaigne of Berlin, Governor's Councilor Lyle Herson, and gubernatorial candidate Meldrim Thomson, and Joe Dodge, formerly of the Appalachian Mountain Club. Dodge has been involved in more mountain rescues than he can count, and when asked about the recently-ordered shutdown of the Cog Railway, on the grounds of air pollution, said, "It's utter nonsense, the biggest piece of idiocy I have heard in years. I don't know what those guys in Concord were thinking about."

- Manchester Union Leader - Mon, Sep 25, 1972

New Engine Debuts Under Clouds: "There was a festive air about the Base Station of the Mountain Cog Railway on Sunday *(9/24)* morning – a spirit of celebration. The occasion was a ribbon-cutting ceremony preceding the first passenger run up the Mountain by the Railway's new locomotive, the first constructed since 1908. With a large throng



No. 10 Col Teague's inaugural passenger run at Summit (Sept 1972)
- Jack Middleton Collection



SEEN IN FIRST PHOTO IS NILES LaCOSS, MASTER MACHINIST FOR THE MT. WASHINGTON COG RAILROAD, who was the genius behind the construction of the first new engine for the famous mountain line since 1908. Next two photos show part of the throng on hand for the ribbon-cutting ceremony, with some draped over the original Peppersass engine for better vantage point. Bottom left, Charles Teague, 17, son of Mrs. Teague and the late Col. Arthur S. Teague, this summer qualified as a brakeman and served in this capacity on the first passenger run of the new engine Sunday. Last two photos show the new engine and car and other trains that followed it as they arrived at the Summit, with the Mt. Washington Observatory in the rear.

- Littleton Courier - Thu, Sep 28, 1972 pg. 1B

looking on, Charles A. Teague, 17, son of President-Treasurer Ellen Teague and the late Arthur S. Teague, cut the ribbon. The new engine, constructed by the railway company itself with Master Mechanic Niles LaCoss heading up the work, then puffed its way up the mountain to the Summit, pushing a car of civic and governmental figures and other guests, follow by three more trains, all decked out in bunting. Thus the new engine, named in memory of Col. Teague, joined the others of the line comprising the operating equipment of the world's first and foremost cog railway now 106 years old. The newest acquisition was the brainchild of Col. Teague, who died in 1967, and the result of the genius of Mr. LaCoss, 60, who was assisted by other members of the railway's crew. His work is recognized by a bronze plate on the face of the *Col. Teague*, stating that the locomotive was his work. As the whistle blasted and steam spewed forth, the maiden passenger run got underway. Along the route many hikers wave a cheery greeting and a throng was on hand at the top to join in the welcome. Although the skies were overcast, there was still a 75-mile visibility with a temperature of about 47 degrees and a wind of 40-50 mph. Enroute, Joseph Dodge, "the Mayor of Porky Gulch" who retired Jan 1, 1959 after 37 years of employment with the Appalachian Mountain Club, was called upon to describe the passing scenery in his inimitable style. Participating in the cutting of the ribbon with Charles A. Teague and his mother were other members of the family: Frances "Fanny" Teague, a teacher in Philadelphia; Jane; and Margaret (Mrs. Thomas) Baker of Littleton. Another daughter, Anne (Mrs. Norman) Koop of Philadelphia was unable to attend. Sharing in the pride shown in the accomplishment of producing an engine by the line's own crew was Paul Dunn, general manager. Following the new engine and its car were three other trains loaded with customers. Brisk business was done throughout the day. The foli-



No. 10's Celebration trains at Summit (Sept 1972)
- Jack Middleton Collection

age schedule is getting underway with as many as 6-7 trains a day. Mrs. Teague explained that a locomotive requires 1,000 gallons of water and tone of coal to negotiate the steep route to the Summit which has a grade of up to 37.41%. In the vicinity of Jacob's Ladder the front of the passenger car is 14 feet higher than the rear, the train climbing one foot every four feet of forward progress. The *Col. Teague* engine, while being a ton heavier than its companion engines, is designed to produce less smoke and use less water. Engineer for the maiden run was Steve Christy, who was one of those assisting Mr. LaCoss in construction the new locomotive. Charles Teague, who has been following in his father's footsteps for the past three years, came home from school at Stonybrook, Long Island, for the festivities. At the Summit House passengers read a plaque placed April 1, 1964, dedicating the Summit as the Mount Washington State Park. It was noted that a master plan was proposed some time ago for $3.3 million project to develop new facilities at the State Park and pamphlets telling of the project are on sale at the Summit House. Plans call for the venerable Tip Top House to be turned into a museum. The Cog Railway now has eight engines and eight cars, four of the wooden cars having been rebuilt. The No. 8 engine is scheduled for rebuilding this year. Back at the Base Station, Mrs. Teague hosted a buffet lunch in the dining room prepared by Mr. and Mrs. Peter Rusinski, who have been operating the eating facility for 20 years serving both the public and 60-70 employees.



Sprucing Up the Rolling Stock: *Dave Moody: "Another oldie (photo), this one from the 1972 dedication for the #10 Col. Teague locomotive. Engineer (kneeling) -Tricky (Tirrell), Fireman - Clem (Clement) and Brakeman - me." Jim Hibbert: "I will always remember working with Clem on the track crew the spring of '88. He would get my attention and say..... "Skeezicks, scamper down to the work car and fetch me a peavey, quick like a bunny!" Morris Root: "Great paint job under way on the stack. Remember the "aluminized" paint too well ...no fun painting the upper parts with brush overhead." Art Poltrack: "This crew probably wound up with the most amount of experience of any on the hill. (Sept 1972)*
- Dave Moody Collection

The recent edict by the N.H. Air Pollution Control Commission that the Mount Washington Cog Railway cease polluting the air with its coal-burning locomotives has created a public furor that was reflected in informal comments during Sunday's festivities. "It's a lot of malarkey if you want my opinion," exclaimed "Joe" Dodge. Said Sen. Lamontagne, who has filed a bill at the State House in Concord that would exempt the Cog Railway from the provisions of the State's Air Pollution Control law. "I feel that closing the Cog Railway would be a great loss to New Hampshire not only in employment of people in its operation but for many other businesses – filling stations, restaurants, hotels, motels, etc. – who benefit from this major attraction which is known all over the world. The North Country cannot afford losing more jobs. I anticipate that my bill be the first piece of action when the Legislature convenes in January. My telephone has been busy with calls from people giving their support and overwhelming approval." Sen. Lamontagne said he had asked the Air Pollution officials to delay any enforcement action until the General Court has a chance to consider his amendment to the Air Pollution law." *- Littleton Courier – Thu, Sep 28, 1972 pg. 1 & 1B & 4B*

September 25th

A McLane Comes Calling: "Malcolm McLane, mayor of Concord, on Friday *(9/22)* announced his candidacy for governor as an Independent. Mr. McLane is the grandson of John McLane who was governor of New Hampshire from 1905 to 1907. He was in Littleton Monday *(9/25)*, accompanied by Conrad Quimby, Derry weekly newspaper publisher who is serving as his press secretary. They were enroute to an appointment with Mrs. Ellen Teague, president of the Mt. Washington Cog Railway, relative to the situation concerning the smoke pollution on the mountain line. "I've known the Cog Railroad for many years. I would support proposed legislation that would exempt the Cog Railroad from the pollution law and would see what the state could do to help in any way with technical assistance and financing if needed," he said."

- Littleton Courier – Thu, Sep 28, 1972 pg. 8B

Air Pollution Bill Introduced: "A Rye (NH) legislator has moved to exempt the Mt. Washington Cog Railway from the New Hampshire Air Pollution Control regulations. State Rep. Elizabeth Greene has introduced the bill defining such an exemption to the General Court for the upcoming session. Although Rep. Greene is chairman of the Air Pollution Control Committee, she said she is taking this action as an individual, after the members of the commission have "indicated to me that as individuals they will support this effort to provide permanent protection for this famous New Hampshire industry." She said, "When this legislation is approved by the Legislature, the EPA will be asked to accept it. Since a precedent exits in the case of Vermont, I would expect that this acceptance will be forthcoming. The New Hampshire Air Pollution Control Agency, which issued the cease-and-desist order, will not oppose this procedure, although under the law and as the enforcement arm of the commission, it cannot initiate it. I think it should be understood that under the New Hampshire Statutes the Agency, once it had received complaint, had no choice but to issue the order to cease and desist. While the commission has the power, after holding public hearings, to issue a variance, this can only be for the period of one year at a time. This would not be a permanent solution. Therefore, I have taken the first step towards what seems to me to be the best way to protect one of New Hampshire's most cherished and historic landmarks. It is important to realize the Air Pollution Agency action was the one required of it under New Hampshire Law. It is also the sensible first step in the process of providing a permanent protection for the Cog Railway."

- Portsmouth (NH) Herald – Mon, Sep 25, 1972 pg. 1 & 10

September 28th

Editorial Backlash to Air Order: "***Call to Arms:*** Every so often it seems as though people with authority to carry out specific commitments go off the track of common sense and good judgment. From the standpoint of public comprehension nothing can serve as a better example than the announcement that the Cog Railway on Mount Washington has to be closed down because the smoke from the steam engines is causing pollution. It must be that those in authority needed a trip from their home base to get some fresh air and Mount Washington, the highest peak in northeastern U.S.A., was a natural choice for them to make. It has been so recognized as a place of pure air for centuries even when the steam engines really spewed out black smoke, but to exert their authority to shut down the Cog Railroad does seem like a piece of judgment that borders almost on insanity. At six thousand two hundred eight-odd feet in the air (or even half that height) and with the strongest wind currents ever recorded on this earth on a mountaintop, it seems incredible that the Cog should be singled out as a place of damaging pollution. Especially is this so when quite possibly at the very home base of this authoritative group to improve air conditions could be found much better and more specific evidence of damaging pollution. New Hampshire people, we believe, will arouse themselves to say "Why pick on the Cog?" Is it to show authority? If such is the case no further display of authority is needed since, in our minds, lingers the closing of the mill at Lincoln and the loss of hundreds of jobs of those employees there. If any single act is need to unify New Hampshire people right after a tight split decision at election time, that which the authority has done to the Cog may have valued in that respect. This threat to close the greatest summer attraction in New Hampshire which is known the world over simply must be set aside by some action which supersedes that of the Air Pollution Control Commission, of which Mr. Forrest Bumford is the Administrative director and the one who served the papers on the Cog. Exceptions can be made to every rule but it will have to come from the top, namely the Governor's office. Therefore, we hope that there will be thousands who will show some of that Yankee spirit with which New Hampshire people are credited and send telegrams and letter to Governor Walter Peterson protesting this action and thereby answer the call to arms to save "The Cog." ***- North Conway Reporter***

Killing the Cog: If America is in trouble (and you can argue both sides of that one) it is because we have turned out country over to bureaucrats and headline grabbers. New Hampshire apparently has its share of both. The news that pollution people are after the Cog Railway on Mt. Washington is a classic example. With tens of thousands of automobiles spewing out tainted exhaust, and with our cities and factories struggling to find ways to clean up rivers and the air and yet survive, picking on the Cog is nothing short of asinine. Next the Air Pollution Commission will go after those who order onions on their hot dogs and children who forget to brush their teeth because that produces bad breath. It makes as much sense." ***- Berlin Reporter***

- Reprinted in Littleton Courier – Thu, Sep 28, 1972 pg. 2C

October 5th

Editorial - It Isn't Alway Funny: "Examples of mindless bureaucracy abound but one of the more outstanding must surely be the order to close down the cog railway unless its engines stop polluting the air of

Cog Railway Owner Expresses Thanks

Addressed to William Loeb: Words will not express my feeling of gratefulness for your support to the World's First Mountain Climbing Cog Railway. We people here at the railway have worked hard and faithfully to build up and improve the railway. You must be a real person, for people are calling in and admiring the stand you have taken. I say, "Thank God for William Loeb." I wonder myself, why some wish to destroy, what to many, is New Hampshire.

My son, Charles Arthur Teague, will be flying in from Stony Brook, Long Island this Sunday, September 24th, to cut the ribbon for our first passenger trip up Mt. Washington 6,293 ft., with our new locomotive, the "Col. Teague." He will be the brakeman on the passenger coach. It should be a wonderful day to all those who love the unique and historical steam trains.

I am looking forward with faith, like Sylvester Marsh who built the railway, and believing the Legislature will give us the right to operate into the next century. The boys and girls who live and work here, learn to be self-reliant and responsible for others. This is a great institution, which teaches service to others. May this railway "long last" in memory of Sylvester Marsh, who himself struggled so hard and so long to convince the "Legislature" to get these little Steam Engines running, so many years ago.

Your Cog Railway friend,

ELLEN C. TEAGUE

Mt. Washington

P.S.—"New Hampshire builds men" and they go forth into many fields, but first they have to be men before they are legislators, editors and leaders. It is here at the Railway we build steam locomotives and make men of those who have the qualities to be a man.

- Manchester (NH) Union Leader - Sat, Sep 30, 1972 pg. 8

Mount Washington. But nothing is all bad, they say, so, looking on the bright side – this particular bit of absurdity might be sold as an idea for the funny papers. Pointing to that little locomotive chug-chugging up the highest mountain in the East through nothing but wilderness, as a cause of air pollution that cannot be tolerated, is funnier than most of the work of the professional cartoonists, and a good laugh is worth a lot. One more good point – It demonstrates with particular clarity the arrogance and lack of common sense in bureaucratic government. Laws and regulations which are sensible when applied to some areas may be totally unreasonable for other places. Because the Cog Railway is a century-old and distinctive tourist attraction in New Hampshire, the order from the anti-pollution agency has received much critical attention and there is little doubt that the famed railway will be saved. It should be. And the close-down order was good for a laugh in this case. But bumbling bureaucracy isn't always funny."
-Bristol Enterprise

- Reprinted in Littleton Courier – Thu, Oct 5, 1972 pg. 5D

October 19th

Air Hearing Request Granted: "A request from the Mount Washington Railway Co. for a hearing before the New Hampshire Air Pollution Control Commission was presented at the Oct. 4 meeting of the Commission. The commission granted an immediate hearing. However, it was their understanding that the attorney for the company wished to have time to consult with an engineering firm to determine if their equipment can be brought into conformity with the regulations. The chairman of the Air Pollution Control Commission, Mrs. Elizabeth Greene of Rye, a member of the New Hampshire General Court, had previously filed a bill which would exempt the Cog and similar railways from commission regulations. New Hampshire air pollution regulations are drawn for the purpose of solving problems throughout the entire state and therefore must have a broad application. State law does allow the Commission to grant variances of up to one year after a public hearing. Such a hearing will be scheduled at the convenience of the Mount Washington Railway Co."

- Littleton Courier – Thu, Oct 19, 1972 pg. 1B

Historian on Railroad Importance to Tourism: "Recalling the days when 40 passenger trains a day stopped at four railroad stations in Carroll, Frederic Lehr, author of that town's recent history, held the attention of members of the Littleton Area Historical Society in a program presented at the Littleton Community House Tuesday evening, Oct. 10. He continued, "For 70 years the railroad was the mainstay of tourist business in the mountains, and engineers still marvel at the construction of the Portland and Ogdensburg rail line high on the side of Crawford Notch, and of the Mt. Washington Cog Railway, Now 103 years old. There were railroad sidings for the private cars of the wealthy, and the trains stopped right on the grounds of the summer hotels, discharging passengers who would stay summer-long in the days before the automobile wanderlust hit the population." It was voted (by the Society) to send a letter of protest to the N.H. State Pollution Board concerning the Cog Railway."

- Littleton Courier – Thu, Oct 19, 1972 pg. 1A

Cog *Railroad ridership estimate:* Mt. Washington Use Figures collected for the Mt. Washington Commission estimates 50,000 people rode the trains during the 1972 season. Ticket Price: $6.95 adult

December 23rd

Among The Clouds Microfiched: "A microfilm edition has been issued of a complete file of a newspaper once printed daily at the top of Mt. Washington, reports Edward Connery Lathem, Dartmouth College Librarian. Lathem said the newspaper, *Among the Clouds,* was printed daily every summer for 31 years atop the mountain, and later for eight years at the mountain's base station. The first issue was July 18, 1877, and the final one was in 1917. The newspaper chronicled events of the White mountains region, and listed the names of visitors who ascended to the top of Mt. Washington. The publication is part of a special undertaking administered by the college library under a grant from the Council on Library Resources." *(Ed note: The 10-reel Among the Clouds microfilm edition can be found in the Samuel Read Hall Library at Northern Vermont University - Lyndon)*

- Nashua (N.H.) Telegraph - Sat, Dec 23, 1972 pg. 3



Fall snow mountain operations
- Kent Family Collection



Boarding House Dogs: *Top Row L-R: David "Bunk" Brenner (poster of the picture); Spencer Aitel, Rob Soucy (with arms folded), Nat Williams (hat & red bandana); NOT "Penny the dog." Bottom Row L-R: Steve Newman; Bob "Clem" Clements petting "Leonard the dog"; Al Warner slumped with arm on knee of Nat Williams & Mike Kenly (1973)*
- Dave Brenner Collection

1973

January 10th

N.H. Senate Contemplates Exempting Cog Railway: "The New Hampshire Senate take up a bill today *(1/10)* to exempt steam locomotives from the air pollution control laws, but passage may not be as routine as expected. When the bill was introduced it sponsor, Sen. Laurier Lamontagne, D-Berlin, asked for a suspension of the rule and immediate passage. The action was postponed Tuesday *(1/9)* so all senators could read the bill and it was the first order of business today. The state Air Pollution Control Commission cracked down on the 100-year-old Mt. Washington Cog Railway, in Lamontagne's district, at the end of the summer. It ordered it to clean up the air or stop running the little engine which chug up the slopes of Mt. Washington. Commission Executive, Forrest Bumford said the action was taken to get the Legislature to take action and pass an exemption for the railway. If there were not exemption, the line would be closed by the federal Environmental Protection Agency. Sen. Frederick Porter, R-Amherst, objected to swift passage of the measure. He felt it should be referred to the Resources Committee, which he chairs. "I don't think the Senate should pass a bill unless we have all had a chance to read it," Porter said. "I'd even like it referred so the Resources Committee can hold a hearing." "It is most urgent for this bill to be passed immediately," Lamontagne told the Senate. He said Mrs. Ellen Teague, owner of the railroad, wanted to order new equipment and legislative action was necessary to keep her in business. "I'm sure that if we didn't have the cog railway and Clarke's Trading Post (which also has steam engines) up north we wouldn't have the tourists we have in New Hampshire. When Porter asked about the bill. Lamontagne said, "I didn't know anyone was in opposition to it, including the Air Pollution Control Commission." / The New Hampshire Senate unanimously passed and sent to the House Wednesday a bill to exempt the Mt. Washington Cog Railway from the state's air pollution law. The bill, which exempts steam engines of railroads which operate entirely within the state, also provides immunity for a wood-burning train at Clark's Trading Post at North Woodstock, and for other steam railroads run for tourists. Sen. Laurier Lamontagne, D-Berlin, said he had lined up 78 House votes behind the bill, and said no one - including the state's Air Pollution Control Commission - had opposed it.

- Manchester (NH) Union Leader - Wed, Jan 10, 1973 pg 52 /. Biddeford-Saco Journal - Fri, Jan 12, 1973 pg. 9

Senate Suspension Barely: Sen. Andrew Poulsen of Littleton reports: "On a bill sponsored by Senator Lamontagne of Berlin and myself, designed to protect the Cog Railway and a few other tourist attractions from the heavy hand of the Air Pollution people, we asked Suspension of the Rules in the Senate. This is done to

eliminate public hearings and such, and is used to expedite passage of legislation that is needed in a hurry. Suspension of the Rules is seldom asked for, and is only asked when there is no known objection to a Bill. Mostly, it is considered an act of courtesy to the senator who requests it. But this week, when it was requested to get the Cog Railway Bill through in a hurry, this courtesy was not forthcoming. Debate and arguments went on for some time. It was finally voted on a barely made it. Once the Suspension was cleared the vote on the Bill itself went flying through – no one wanted to be on record as having voted against the old Cog, but they sure didn't mind being against the Suspension of Rules. This episode in itself didn't make that much difference. But I think it does indicate that this will not be a very cooperative nor friendly Senate."

- Littleton Courier – Thu, Jan 18, 1973 pg. 2C

January 17th

No Opposition to Exemption Bill: Rep. Kenneth Curran of Littleton reports: "No one appeared before the House Environmental Quality and Agriculture Committee Wed *(1/17)* to speak against a pair of bills to exempt steam locomotives from New Hampshire's air pollution law. The Senate-passed measure, SB3, exempting the Cog Railway from provisions of the state's air pollution control law, also was heard. The bills, aimed at preserving the Mt. Washington Cog Railway, also would protect about a half dozen other steam railroads in the state. A spokesman for Governor Thomson told the committee the administration believes that public sentiment is strongly in favor of this legislation. Cog Railway attorney Jack Middleton advised the committee that railway owners determined it would be impossible to convert to oil, propane or other fuel without enlarging the locomotives, and that the railway's trestle system could not support larger engines. At the start the chairman announced that the hearing would not be concluded that day. There are two good reasons for continuing it until Tuesday, Jan. 23. Legislation by the General Court can exempt the Cog Railway from the N.H. air pollution regulations, but not from federal ones. This can only be accomplished by submitting this exemption – after proper and well-advertised public hearings – the the EPA for acceptance as a revision of the regulations in the N.H. Implementation Plan previously submitted to and approved by the EPA. If the General Court under suspension of the rules passes this bill, the Air Pollution Control Commission will have to advertise and hold a public hearing before the request can be sent to the EPA. This will involve a delay of at least 30 days. By continuing Wednesday's hearing until the 23rd, this delay will be eliminated. Secondly, the continued hearing will be able to consider a third bill on the same subject, similar but with one change (restricting the exemption to sources originating before January 1, 1973) which the committee may very well wish to discuss adopting. At the close of the hearing the writer (Curran) was appointed a sub-committee of one to investigate and report Tuesday on engineering and cost figures relating to suitable specialized air pollution abatement equipment available in today's marketplace for this type of pollutant and application.

- Littleton Courier – Thu, Jan 25, 1973 pg. 2C & 4C

February 1st

Air Bill Moves Out of Committee: Rep. Curran of Littleton reports: "SB, to exempt steam locomotives from the provisions of the air pollution control law, was voted by committee, ought to pass with amendment. This vote was not unanimous. Two members of my committee (Environmental Quality & Agriculture) of 23 were recorded as being against this bill a week ago Wednesday *(2/1)*. They are Marian Woodruff (D-Nashua) and Janis Lint (D-Merrimack). It is interesting to note that Mrs. Woodruff is the wife of a partner of the architectural firm Carter and Woodruff. You will recall five years ago N.H. taxpayers paid these tow architects $50,000 for a six-page opinion and a wooden model outlining their ideas for the redevelopment of the Summit area of Mt. Washington. I appeared in opposition to the Carter and Woodruff concept at the time of its presentation in the sixties. On Jan. 21 I made my first public statement in the Legislative Chamber. SB3 exempts from the provisions of the air pollution control law steam locomotives and engines used in connection with the operation of a railroad located entirely within the state. It does not apply to stationary steam engines, nor installations not in existence on or on order prior to January 1, 1973. I rose in support of SB3 and spoke in favor of the committee report. My committee felt that this legislation will protect N.H. historical institutions, furthermore, no evidence was given to show that there would be any real deteriorative effect on the overall air quality. Amendment was adopted and ordered to third reading at late session. Rep. Gerry Parker (R-Nashua) spoke against the third reading and final passage so I hurried to the podium and said there is very strong public support for it's passage. SB3 was read a third time and passed on voice vote with only miniscule opposition. Immediately after adjournment, Atty. Rolli and I, accompanied Sen. Andrew Poulsen to a two-hour meeting to review and discuss plans to give the Legislature an opportunity to consider proposals of the Mt. Washington Commis-

sion. DRED Commissioner George Gilman recently requested consideration by the Rules Committee of two late bills carrying out the needs of the Mt. Washington Commission. This requires legislative consideration of funds to enable architects drawing of final plans, and capital funds necessary to construct the building, subject to whatever terms and conditions relating to availability of non-state funds and amortization of bonds necessary that may be considered proper for this type of appropriation. Of course, I gave all those present a lecture on the merits of the American private enterprise systems, and the "turnkey" concept of design and construction. I also criticized the poor performance to date by state forces at the Summit. Atty. Rolli noted the fact that last Fall, when he and I visited Clark's Trading post to borrow the Calliope for Mel Thomson's campaign, tourist business was booming at Clarkes, but the Flume, a DRED manage enterprise, was closed for the season. Commissioner Gilman replied, "The Legislature did not appropriate sufficient funds to permit the Flue to remain open this late in the season." Rolli state this was a good reason to allow a private enterprise to operate it instead of the State."

- Littleton Courier – Thu, Feb 8, 1973 pg. 2C

April 20th

Pump Station Variance: "The New Hampshire Air Pollution Control Commission has voted to allow a variance this season for the Mt. Washington Cog Railway water pumping station, conditional on federal approval. Forrest Bumford, director of the New Hampshire Air Pollution Control Agency, which works under the commission, said he believed the federal Environmental Protection Agency would approve the variance. The coal-burning pumping station is owned and operated by the Cog Railway, but most of the water is used by state park facilities at the Mt. Washington summit. The state pas $12,000 a season, May 15 - Oct. 15, for as much as 800,000 gallons of water. The water pipeline is laid along the Cog Railway trestle, above ground."

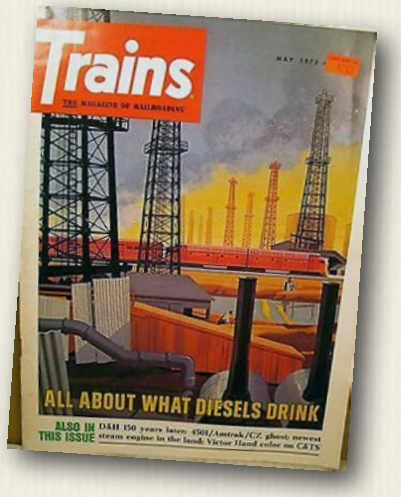
- Nashua (N.H.) Telegraph - Fri, Apr 20, 1973 pg. 15

April 25th

Cog Railway to Utilize Cleaner Coal: The cog railway operating on New Hampshire's Mount Washington may produce less pollutants this year because Rep. James C. Cleveland, R-NH, says he's found a located a firm in Philadelphia, Berwind Coal Sales, which says it can supply New Hampshire's mountain-climbing railroad with low-sulfur coal which also burns with less smoke and flash. Mrs. Arthur S. Teague, president of the Mount Washington Railway Co. asked Cleveland to help locate a source of better coal. Cleveland said the railroad needs one 50-ton carload of coal per week during its operating season. He said the coal... having a1.2 to 1.4 per cent sulfur content, is the best which can be obtained by a small coal user. The cost of the new coal would be slightly higher than that presently used, but Mrs. Teague said the cost would be satisfactory. Rep. Cleveland said the railroad and the coal supplier will have to negotiate the terms. *- Biddeford-Saco Journal - Wed, Apr 25, 1973 pg. 9*

May

"New Steam on the Mountain" article by Randall Peffer - TRAINS Magazine pg 41-45



May 10th

Congressman Finds Cleaner Coal: Mountain Musing: Thanks to the efforts of Congressman James C. Cleveland, the Mt. Washington Cog Railway will be burning low-sulphur coal, expected to produce less fly ash and black smoke and cinders than formerly. Acting on the request of Mrs. Arthur S. Teague, president of the scenic mountain line, the search by Cleveland's office located a source in Philadelphia which has assured availability of the type of coal recommended in sufficient quantities, roughly one 50-ton carload per week, spring through Fall. While the State Legislature voted to exempt the Cog Railway from clean-air standards, Mrs. Teague has continued to seek low-sulphur coal and assured priority delivery."

Speaking of the Cog Railway, the May issue of *TRAINS*, the magazine of railroading, has a five-page feature story titled "New Steam on the Mountain," telling all about the Cog Railway's new engine put into service last season. It is complete with 12 pictures and is a fine tribute to the famed mountain line with it unique little engines.

- Littleton Courier – Thu, May 10, 1973 pg. 4 & 6C

May 13th

Ellen announces Fanny's Engagement: "Mrs. Arthur S. Teague, of Chestnut Hill, announces the engagement of her daughter, Miss Frances Stratton Teague, to the Rev. George Robert Hess, son of Mr. and Mrs. Robert Hess, of Pittsburg, Tex. Miss Teague, daughter of the late Col. Teague, is a graduate of Eastern College in St. Davids. Mr. Hess is a graduate of Baylor University and Oxford University, England, and received a masters degree from Berkeley Divinity School, New Haven, Conn."

- Philadelphia Inquirer - Sun, May 13, 1973 pg. 91

Fanny's Engagement Locally: "Mrs. Arthur S. Teague of Mt. Washington announces the engagement of her daughter, Miss Frances Stratton Teague, to Rev. George Robert Hess, son of Mr. and Mrs. Robert Hess of Pittsburg, Texas. Miss Teague is a graduate of Eastern College, St. David's, holds a BA in elementary education, and state certification in special education. She is presently teaching first grade at Springside School in Chestnut Hill, Pa. She participated in the Student Abroad Study Program in 1965. Mr. Hess holds a Master of Divinity degree from Berkley Divinity.

- Littleton Courier – Thu, May 10, 1973 pg. 5

May 17th

Pre-Season Prep Begins: "Work is underway preparing the Mount Washington Cog Railway for its 104th season which will open on Saturday, Sunday and Monday, May 26, 27, and 28. Trains will operate weekends of June 2 and 3 and 9 and 10, with full operations scheduled to get underway June 16 with two trains daily at 11 and 2. Paul Dunn of Winchester, Mass., is beginning his fourth season as vice president and general manager. John B. "Jack" Morgan of Peterborough has assumed his duties as public relations manager. For the past three seasons, Mr. and Mrs. Morgan managed the Marshfield Gift Shop at the Base Station. Mr. Morgan's career has included 22 years in banking and 22 years as a drug salesman. It was last Fall that the famous Cog RR placed in operation a locomotive built by its own crew in its own shop – the first such locomotive constructed since 1907. It was given a gala inaugural and has been a successful project in every way." *- Littleton Courier – Thu, May 17, 1973 pg. 1 & 4*



- Littleton Courier - Thu, May 17, 1973 pg. 7A

May 24th

Weather No Hold Up: "Mountain Musing: An estimated foot of snow at the Summit of Mt. Washington on the weekend was not exactly conducive to preparations underway for opening of the Mt. Washington Cog Railway for its 104th season this weekend. This will occur on schedule, however." *- Littleton Courier – Thu, May 24, 1973 pg. 4*

June

Last season for Bretton Woods Boy Singers begins. https://ead.dartmouth.edu/html/ml23.html

June 1st

Mountain Authority Legislation: "Rep. Curran of Littleton reports: "Friday, June 1, 6 a.m. arrived too soon, and I headed my Mercedes Benz die-

sel toward Concord again. I talked with Attorney Jack Middleton, legal counsel for the Cog Railway, about HB 1049, relative to creating the Mount Washington Authority and appropriating $40,000 each year for two years, which I sponsor. This bill involves a total bond issue of $3-million, of which $1-million is expected to be obtained privately. I understand Appropriations will report this bill inexpedient to legislate because of funding problems" *- Littleton Courier - Thu, Jun 7, 1973*

June 14th

Mountain Authority Out of Order: "Rep. Curran of Littleton reports: HB 1049, an act creating a Mount Washington Authority and making an appropriation of $80,000 for implementation was reported inexpedient to legislate by Rep. Arthur Drake for Appropriations Committee. This bill, which I sponsored at the request of DRED, was the very last report in the House Calendar for Wednesday and was killed on a voice vote in the late evening session. During the early forenoon, when I first learned of the disposition by committee, I rounded up the other sponsors… and a made a final concerted effort to save this bill. But after conferring with Rep. Drake, we all gave it up as a lost cause. Rep. Drake summed up the problem correctly when he reported to the House for the committee. He said, "This action is not a mark of disapproval of Mount Washington Commission, but the bill was presented way too late to be properly considered." The fact is, in my opinion, the commission doesn't want the Authority, and I doubt if anyone else wants to assume this responsibility."

- Littleton Courier – Thu, Jun 14,, 1973 pg. 4D



—Photo by Helen Merrill

THIS PHOTO SHOWS A STATE HIGHWAY CREW MAKING REPAIRS ON A WASHOUT which occurred on the Base Road during Saturday's flood. A new culvert is shown going in. About .6 mile of road was affected by the washout. The recently-laid telephone cable was unearthed but apparently suffered no damage. It is of interest to note that much appreciation is due a group of young people from the Cog Railroad who built a temporary dam across the road where a culvert had washed out, preventing water from continuing down the highway and thus averting several thousands of dollars more damage. Division II Engineer Paul LaFlam reported Monday that the Highway Department started work on the Base Road at dusk Saturday, working until 3:30 Sunday morning to get one lane of traffic open and continued on Sunday and Monday to complete repairs. Trucks of Caledonia Sand and Gravel trucked gravel to fill the area. Two regular trains and one work train were sent up on the Cog Railroad Sunday. Numerous hikers and campers were evacuated from the National Forest area. Some 600 persons were stranded at the Mount Washington Hotel in Bretton Woods when flooded roads cut them off from the outside.

- Littleton Courier - Thu, Jul 5, 1973 pg. 6B

June 22nd

Summit Building in Capital Budget: "A $35.7-million capital construction budget has been approved by the N.H. state senate. The measure, which calls for $5.2-million more than the House-approved version, goes to a conference committee to iron out House and Senate differences as a result of the action taken Friday *(6/22)*. The capital budget is a borrowing authority for construction and maintenance of state buildings. Included was about $2.9-million for construction atop Mt. Washington."

- Nashua (N.H.) Telegraph - Sat, Jun 23, 1973 pg. 3

June 28th

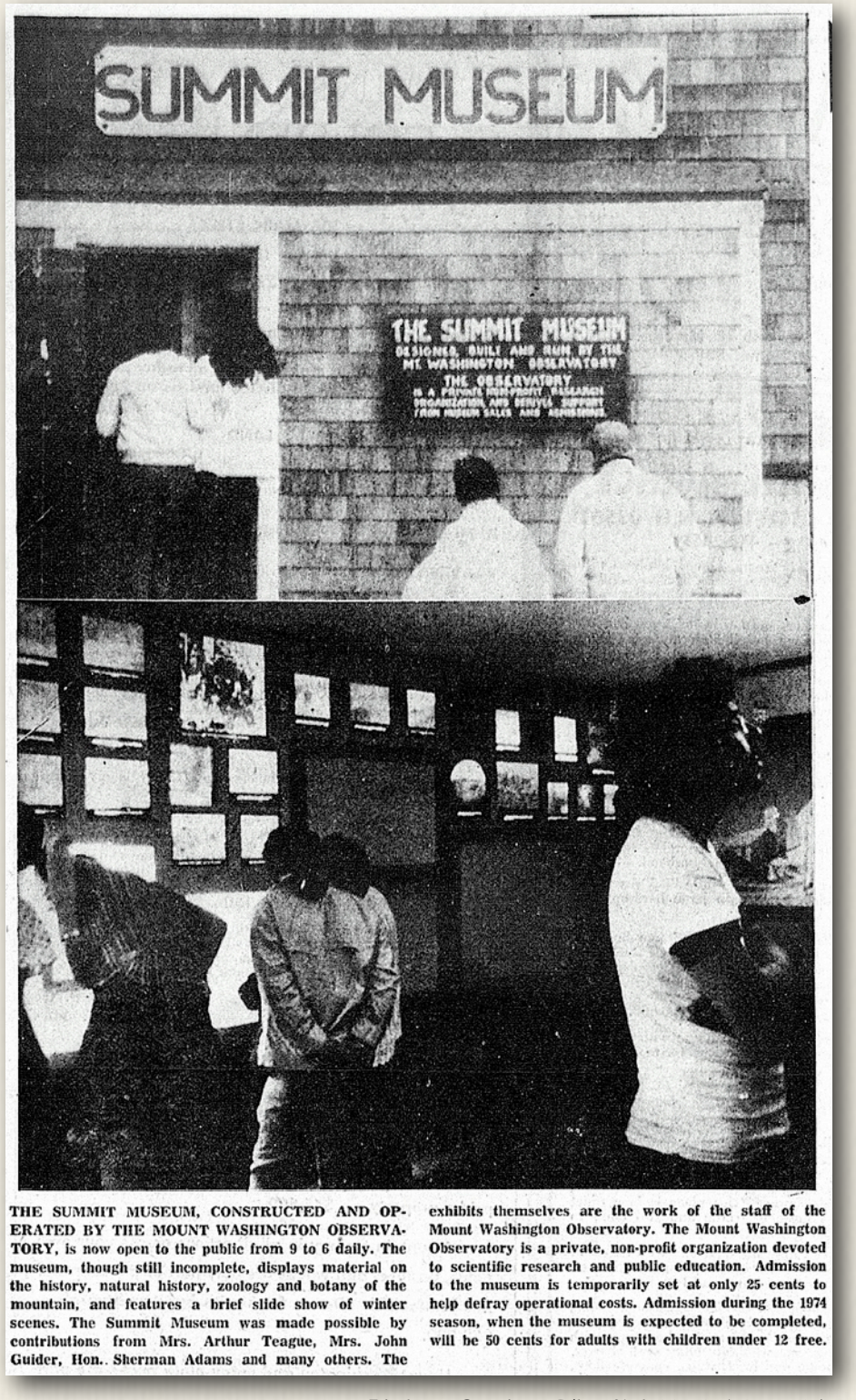
Parking Lot Crash: "Trooper John Tholl investigated an accident at 3 p.m. Thursday, June 28 at the parking lot at the Cog Railway Base Station. A car owned by Richard B. Kent, 20, of Rumford, Me., rolled out of gear and struck a parked car owned by Alfred Bizeaor, 44, of Haverhill, Mass. There were no injuries and the cars were driven away under the own power."

- Littleton Courier – Thu, Jul 5, 1973 pg. 5

June 29th

Big Flood of 1973: "*Courier* readers will find pictorial coverage of the flood which had serious repercussions throughout the North Country on Saturday of last week. During a 24-hour period Friday *(6/29)* night and Saturday 9.2 inches of rain was reported on the Summit of Mt. Washington, with an average said to be five to six inches elsewhere in the area. For the state as a whole, highway damage was estimated at $1.1 million." *- Littleton Courier – Thu, Jul 5, 1973 pg. 1*

The Cog Way…: "The young men who work here on this side of this magnificent mountain used to have a saying a few years back: "There's a right way, a wrong way and the Cog Railway." The saying could be heard in various places. It might have been "down at the shop," a rambling, weather-beaten structure which serves as winter home for and summer nursemaid to the short, pudgy steam engines which daily carry hundreds of tourists "to the top of New England." Regardless of where it was said – at the shop, on the track or at the top – the saying always meant the same thing. It meant it was a time for improvising as 20th Century college kids tried to cope with the nuances and peculiarities of the 19th Century Iron Horses. The story of the Mt. Washington Cog Railway is an oft-told tale. It should be, it's 104 years old this summer. But, usually the story centers on the obvious, the remarkable victory over altitude accomplished by the four-cylinder steamers, or the fact that the engine pushes rather than hauls its passenger cars up the mountain. What usually goes unsaid is the story of the train crews that make the whole thing work. The Cog is, of course, one of New Hampshire's major tourist attractions and thus the tourist is "Number One" here as he is at the many other attractions that make up the Granite State's top revenue business. But there' something more here, something that makes the Cog Railway, in the eyes of its crew at least, a little different from all the other places. It's a feeling that this is a working, major league railroad and not a "circus-type" attraction with its glitter and gold. These are real steam engines, with water in their boiler and coal in their tenders. It takes a hard-working fireman to keep the fire hot and an alert engineer to maintain the proper speed and steam. These aren't gasoline-propelled fakes. And because they're not, they require constant care. The crewmen, many of them "big city boys," have to learn how to bank a fire, pack a cylinder against escaping pressure, and repair a broken grease line. And, because there's nothing else like it, the Cog Railway must do such things on its own, with whatever is at hand. The Cog Railway is running now, with hourly departures from the Base Station from 9 a.m. to 5 p.m. (Earlier and later trips are made when there is a customer demand.)" *- Manchester (NH) Union Leader – Annual State of New Hampshire Edition – Jun 29, 1973 pg. 53*



THE SUMMIT MUSEUM, CONSTRUCTED AND OPERATED BY THE MOUNT WASHINGTON OBSERVATORY, is now open to the public from 9 to 6 daily. The museum, though still incomplete, displays material on the history, natural history, zoology and botany of the mountain, and features a brief slide show of winter scenes. The Summit Museum was made possible by contributions from Mrs. Arthur Teague, Mrs. John Guider, Hon. Sherman Adams and many others. The exhibits themselves are the work of the staff of the Mount Washington Observatory. The Mount Washington Observatory is a private, non-profit organization devoted to scientific research and public education. Admission to the museum is temporarily set at only 25 cents to help defray operational costs. Admission during the 1974 season, when the museum is expected to be completed, will be 50 cents for adults with children under 12 free.

- Littleton Courier - Thu, Jul 19, 1973 pg. 1A

July

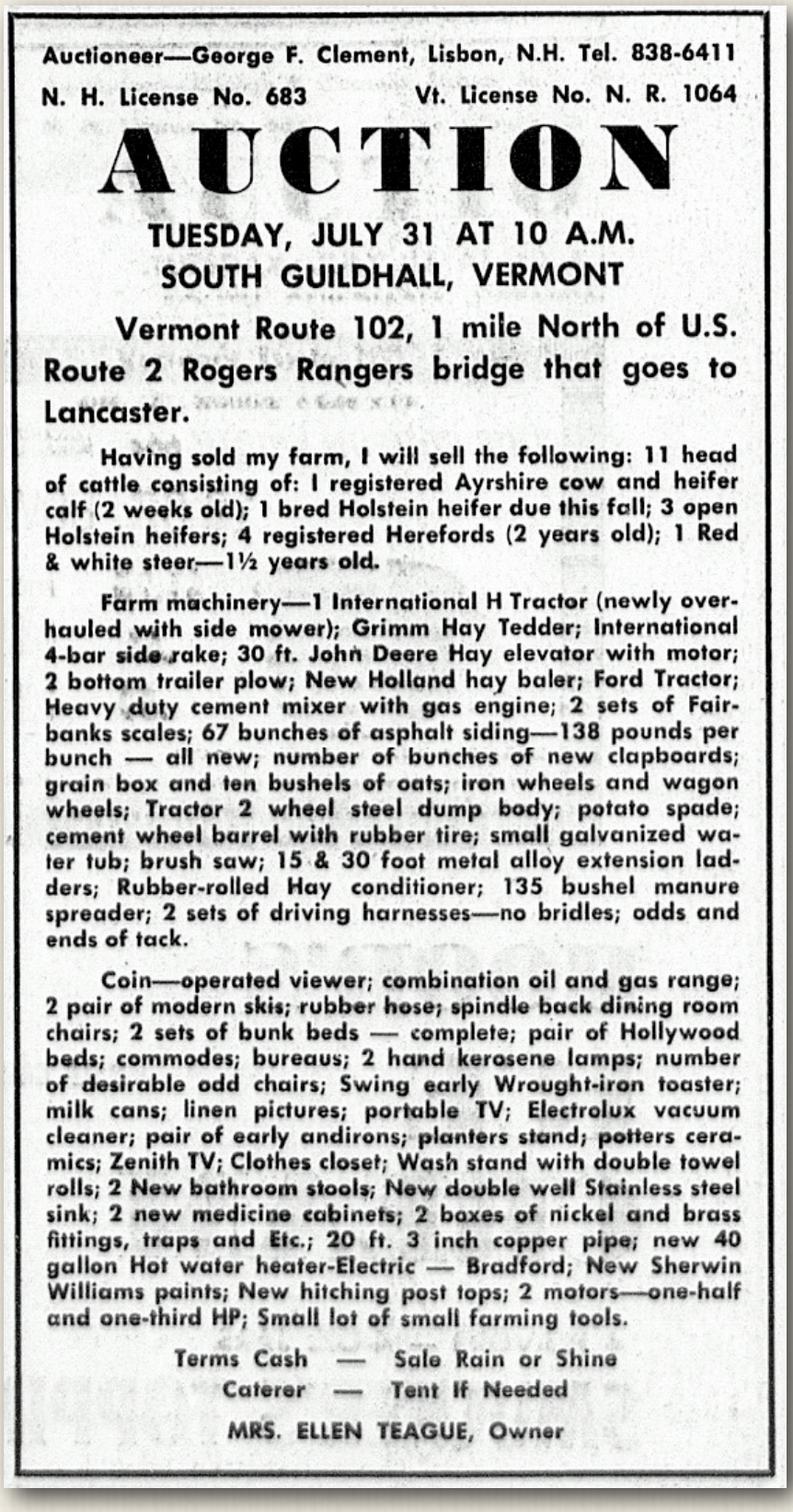
Ellen Teague sells the Guildhall, VT ***farm*** in July 1973 *- I Conquered My Mountain by Ellen Crawford Teague*

July 2nd

Work Stoppage: "We all left the railway because of her *(Ellen Teague's)* refusal to allow the general manager *(Paul Dunn)* to do his job." He talked with her for two hours, gave advice as to what could be done to rectify the situation. None was taken "as a result was left with no men to operate the railway." *- Letter to Public Utilities Commission - Jan 3, 1974 - See Vol 4 Appendix - 1973 The Troubles*

July 12th

Good Business to Date: "Despite adverse weather conditions, the Mt. Washington Cog Railway business for June was nearly of record proportions. For the season, business is running ahead of a year ago, it was reported this week. As a result of the storm on June 30, it will be necessary this Fall to rebuild the dam on the side of Mt. Franklin where water is impounded for Base operations." *- Littleton Courier – Thu, Jul 12, 1973 pg. 7*



Auctioneer—George F. Clement, Lisbon, N.H. Tel. 838-6411
N. H. License No. 683 Vt. License No. N. R. 1064

AUCTION

TUESDAY, JULY 31 AT 10 A.M.
SOUTH GUILDHALL, VERMONT

Vermont Route 102, 1 mile North of U.S. Route 2 Rogers Rangers bridge that goes to Lancaster.

Having sold my farm, I will sell the following: 11 head of cattle consisting of: 1 registered Ayrshire cow and heifer calf (2 weeks old); 1 bred Holstein heifer due this fall; 3 open Holstein heifers; 4 registered Herefords (2 years old); 1 Red & white steer—1½ years old.

Farm machinery—1 International H Tractor (newly overhauled with side mower); Grimm Hay Tedder; International 4-bar side rake; 30 ft. John Deere Hay elevator with motor; 2 bottom trailer plow; New Holland hay baler; Ford Tractor; Heavy duty cement mixer with gas engine; 2 sets of Fairbanks scales; 67 bunches of asphalt siding—138 pounds per bunch — all new; number of bunches of new clapboards; grain box and ten bushels of oats; iron wheels and wagon wheels; Tractor 2 wheel steel dump body; potato spade; cement wheel barrel with rubber tire; small galvanized water tub; brush saw; 15 & 30 foot metal alloy extension ladders; Rubber-rolled Hay conditioner; 135 bushel manure spreader; 2 sets of driving harnesses—no bridles; odds and ends of tack.

Coin—operated viewer; combination oil and gas range; 2 pair of modern skis; rubber hose; spindle back dining room chairs; 2 sets of bunk beds — complete; pair of Hollywood beds; commodes; bureaus; 2 hand kerosene lamps; number of desirable odd chairs; Swing early Wrought-iron toaster; milk cans; linen pictures; portable TV; Electrolux vacuum cleaner; pair of early andirons; planters stand; potters ceramics; Zenith TV; Clothes closet; Wash stand with double towel rolls; 2 New bathroom stools; New double well Stainless steel sink; 2 new medicine cabinets; 2 boxes of nickel and brass fittings, traps and Etc.; 20 ft. 3 inch copper pipe; new 40 gallon Hot water heater-Electric — Bradford; New Sherwin Williams paints; New hitching post tops; 2 motors—one-half and one-third HP; Small lot of small farming tools.

Terms Cash — Sale Rain or Shine
Caterer — Tent If Needed

MRS. ELLEN TEAGUE, Owner

- Littleton Courier - Thu, Jul 26, 1973 pg. 3B

July 19th

Alarmists editorial: "The Littleton Chamber of Commerce with the cooperation of the N.H. Vacation Travel Office has laid to rest persistent rumors of a gasoline shortage in New Hampshire touted by uninformed alarmists. A newspaper in Montreal, warning of travel problems in Maine, New Hampshire and Vermont, prompted the OVT Concord office to dispatch a telegram to major radio stations in Canada pointing out that gasoline supplies continue in good availability – and also noting the recent floods had no long-range effects on travel. The combination of factors, most without foundation, has not been beneficial to vacation travel this season, although in the case of the Mt. Washington Cog Railroad business for June was nearly of record proportions and for the season is running ahead of a year ago. Area attractions have enough problems – including adverse weather conditions – not to have to cope with other problems which can be traced to activities by alarmists." *- Littleton Courier – Thu, Jul 19,1973 pg. 2C*

August 2nd

Added Attraction: "Editorial: Another attraction has been added to the scores of interesting things to see and do in the White Mountains area. This is the Summit Museum atop Mt. Washington, constructed and operated by the Observatory. It is open to the public daily from 9-6. The museum, though still incomplete, displays material on the history, natural history, zoology and botany of the mountain, and features a brief slide show of Winter scenes. The Summit Museum was made possible by contributions from Mrs. Arthur Teague, Mrs. John Guider, Hon. Sherman Adams and many others. The exhibits themselves are the of the state of the Mount Washington Observatory. The Mount Washington Observatory is a private, non-profit organization devoted to scientific research and public education. Admission to the museum will help defray operational costs. The museum is expected to be completed in 1974. It is another good reason to visit the Summit of Mount Washington by Shank's Mare, the Cog Railway or by the Auto Road." *- Littleton Courier – Thu, Aug 2, 1973 pg. 2D*

September 6th

Best August in History: "The Mount Washington Cog Railway enjoyed its best August business in history, it was reported this week. For the season as a whole, the famous attraction is about 20% ahead. The mountain line will continue to operate through October 14." *- Littleton Courier – Thu, Sep 6, 1973 pg. 1*

Summer 1973: "Editorial: With Labor Day come and gone, the Summer Season of 1973 is viewed in perspective, the White Mountains has fared very well considering all of the problems that Nature posed. Stanley Judge of Wildcat Mountain in Pinkham Notch, president of the White Mountains Attractions Association, commented this week, "Summer '73 was a good season in spite of all the factors working against us, such as the flood scare in July, the gas shortage scare that never materialized, the general economy uneasiness and the recent encephalitis outbreaks. Other areas of tourism throughout the East have not fared as well. I believe that



our sound ongoing promotion projects over the years are responsible for our reasonably stable level of business." The Mount Washington Cog Railway continues to be a major magnet for visitors to the White Mountains. It enjoyed the best August in its history and reports it is about 20% ahead for the season as a whole which concludes on Oct. 14. All in all, the White Mountain Region continues to be a place where people from a wide area prefer to visit on their vacations. This understandable considering the many scenic and man-made attractions which can fill the schedule of many days of sightseeing. No other scenic areas in the East offer so much."

- Littleton Courier – Thu, Sep 6, 1973 pg. 2C

October 9th

Foreign Writers in the Mountains: ""Foreign travel writers were touring the White Mountains this week. They arrived in Littleton Tuesday *(10/9)* where they were taken in two by White Mountains Recreation Attractions after completing a swing through Vermont. Tuesday, they visited Wildcat for a ride on the gondolas and informal luncheon, went to the Summit of Mt. Washington via the Carriage Road and returned via the Cog Railway before continuing their tour to the Mountain View House in Whitefield for a reception, dinner, and overnight and breakfast."

- Littleton Courier – Thu, Oct 11, 1973 pg. 1



October 14th

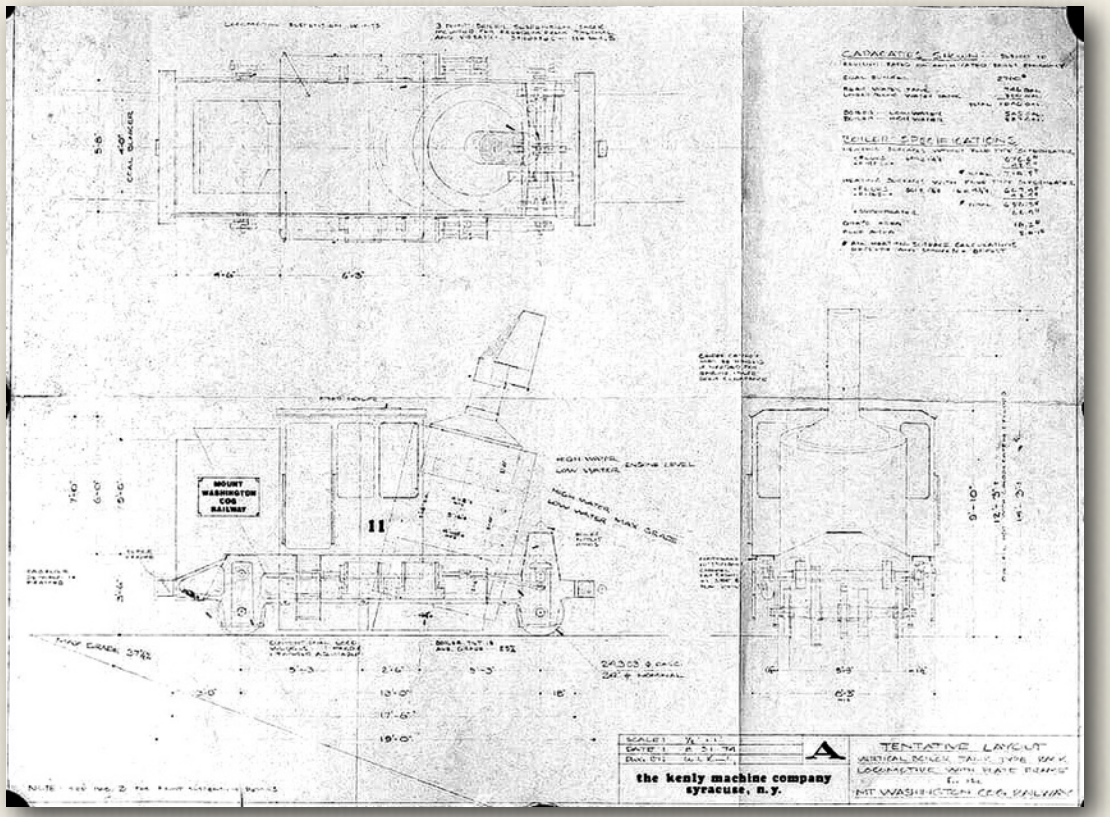
Jane Teague *(left)* ***dies***

- I Conquered My Mountain by Ellen Crawford Teague

General Manager Paul Dunn fired by Ellen Teague - ***replaced by Edward Clark*** of Clark's Trained Bears - $10,000 allocated for bonuses for 1973 season not immediately distributed. *(Ed note: The change in management likely meant that Cog dispatcher Cliff Kenney had to be careful about using one of his standard lines when weary, coal-smudged sweating firemen would drop by his ticket office complaining about their job delivering fuel to the firebox. "Don't like shoveling coal, huh? Huh? Don't like shoveling coal? - how about you go down to Clark's and start shoveling bear shit? Like that better would ya? Huh? Huh? Like that better?")* *- Letter to Public Utilities Commission June 3, 1974 / Jitney recollection*

October 18th

Best Season Ever: ""The Mt. Washington Cog Railway has enjoyed the best season in its 105-year history, exceeding its previous best year by nearly 10 percent. It did not operate Sunday (scheduled as the final day) due to the death of Miss Jane Teague, daughter of Mrs. Arthur S. Teague and the late Col. Teague. Mrs. Teague



Kenly Prototype Design Discovered: ***Roger Hahn:*** *"I was poking around on the cog railway website and the background of one of the pages is what appears to be a locomotive construction drawing. I do a little digging and managed to extract the attached. It is a concept plan for a new style steam locomotive from 1974. The title block states the Kenly Machine Company, Syracuse, NY. I'm assuming it was drawn by Mike Kenly, who later became the Shop Foreman. It shows a similar set up to the existing locomotives, with 4 opposed cylinders but a vertical boiler and no separate tender. It would be interesting to know if there was any serious consideration of this design?"* ***Dave Moody:*** *"I believe Mikes' Dad had the business?"* ***Paul Forbes:*** *"It was Mike and his Dad that designed that. I remember seeing a large copy of it years back."* ***Jitney Jr:*** *"First I've heard of this prototype. Looks a bit like what they run on Mt. Rigi which was modeled after the original Mt. Washington design. I know we lost Mike - is there anybody else around that could shed more light on this design concept and how it came about? I'm very interested. Roger - Excellent sleuthing sir!"* ***David Huber:*** *Junior - Mikes son Dan might help out. Art Poltrack and Charley Kenison. If I remember correctly Mike's dad was trying to convince Ed Clark and Mrs Teague to give this a try.* ***Paul Forbes:*** *"I wonder where the original went. I saw it in Charlie's office when he was upstairs."* ***Art Poltrack:*** *I do remember this vaguely now and the wheels being inside of the frame. It's interesting it is dated 1974. I worked quite a bit with Mike between 1975-79 and maybe he mentioned this infrequently, but not regularly."* ***Charley Kenison:*** *Mike's Dad designed it with input from Mike of course. It was supposed to be a water tube boiler and a plated frame."*
- Mt. Washington Cog Ry (NH) & Alumni FB page

has continued to own and operate the famous mountain attraction since her husband's death several years ago. The line enjoyed is busiest Columbus Day weekend with its three highest after-Labor-Day days in history. Six trains were required to handle the throngs. Edward Clark of Lincoln has been appointed general manager of the Mt. Washington Cog Railway, succeeding Paul Dunn who was in his fourth year. Under Mr. Dunn's management, a new engine was constructed and placed in operation, two other engines were rebuilt and a program was being set up to rebuild two others. Considerable improvement of the track has been carried out, one passenger car completely rebuilt and two others substantially improved."

- Littleton Courier – Thu, Oct 18, 1973 pg. 1 & 4

October

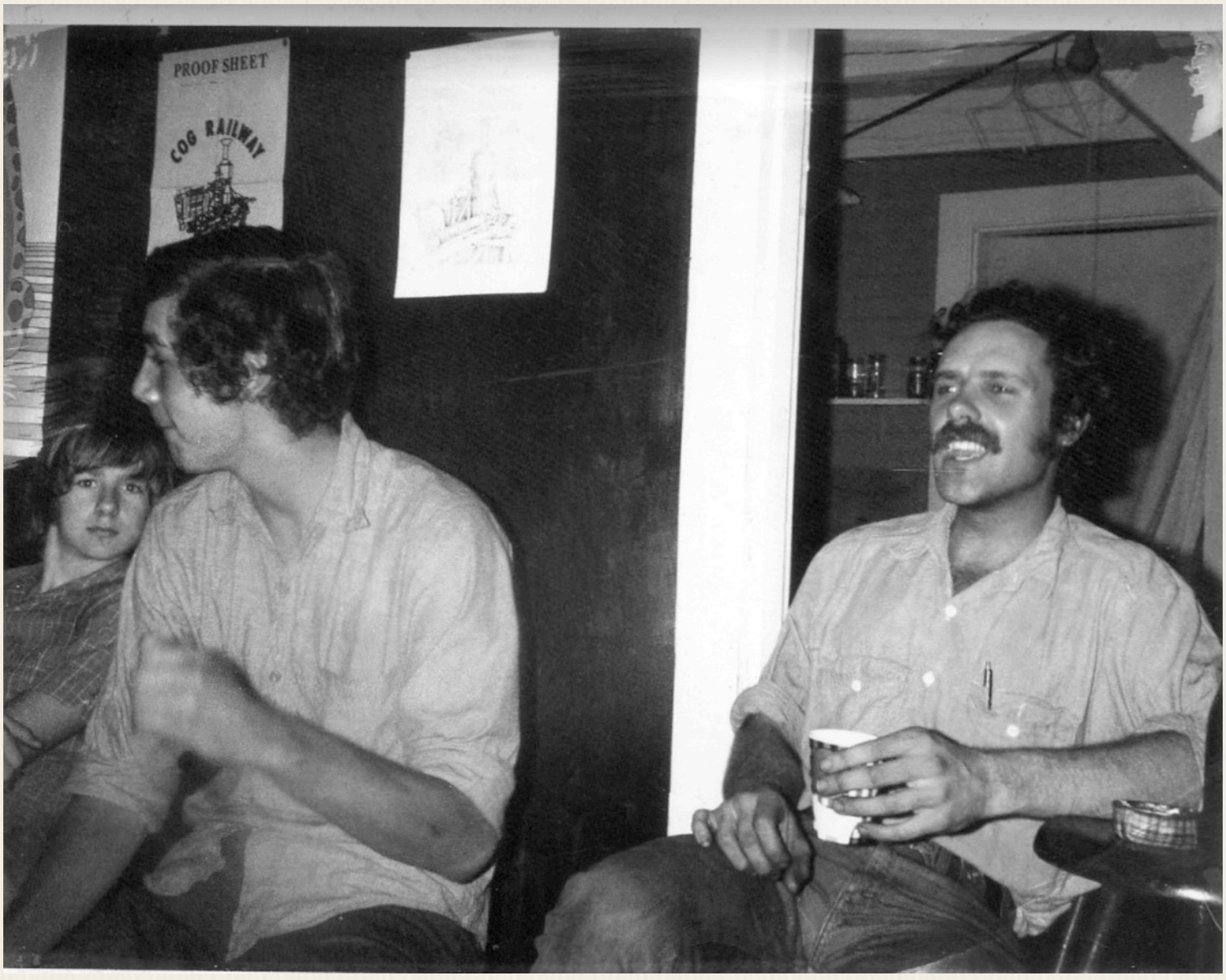
Cog ***General Manager Ed Clark informed*** by the State of New Hampshire's steam boiler inspector that the boilers of ***three locomotives would not pass inspection*** and therefore the railroad could not operate the next season. Clark and Val Sanders spent that first winter *(1973-1974)* at the Cog installing new stay bolts. These bolts attach the firebox to the boiler and create the gaps that allow water to encircle the firebox. The three boilers passed the state inspection and the Cog could operate in 1974. *http://www.whitemountainhistory.org/Cog_Railway.html / Robert W. Bermudes, Jr.*

Cog *Railroad ridership estimate:* Mt. Washington Use Figures collected for the Mt. Washington Commission indicate 54,000 people rode the trains during the 1973 season. This estimate appears to be higher than reported to Transportation Director Winslow Melvin by out-going General Manager Paul Dunn during an inspection trip two days before the 1973 season ended. Dunn told Melvin the railway hoped would push ridership over 46,000 for the season that last weekend. They apparently did. Melvin later said ridership in 1973 was 46,455 revenue passengers.

December 27th

60% of National Forest Open: Paul Weingart, forest supervisor for the White Mountain National Forest, has issued final 1973-74 regulations for snowmobiles on National Forest Land. Weingart stated, "11 trails and areas closed to snowmobiles will be prominently signed. We have listened to many individuals and groups give their ideas on where Winter trail use occurs and what areas should be restricted; much of this information was used in making our decisions." Over 60 percent of National Forest lands will remain open to snowmobiles although there are many areas that the machines cannot go because of the steep terrain. Snowmobiles will be allowed a trail in Randolph to connect the Jefferson Notch and Randolph Road. The Base Station Road to the

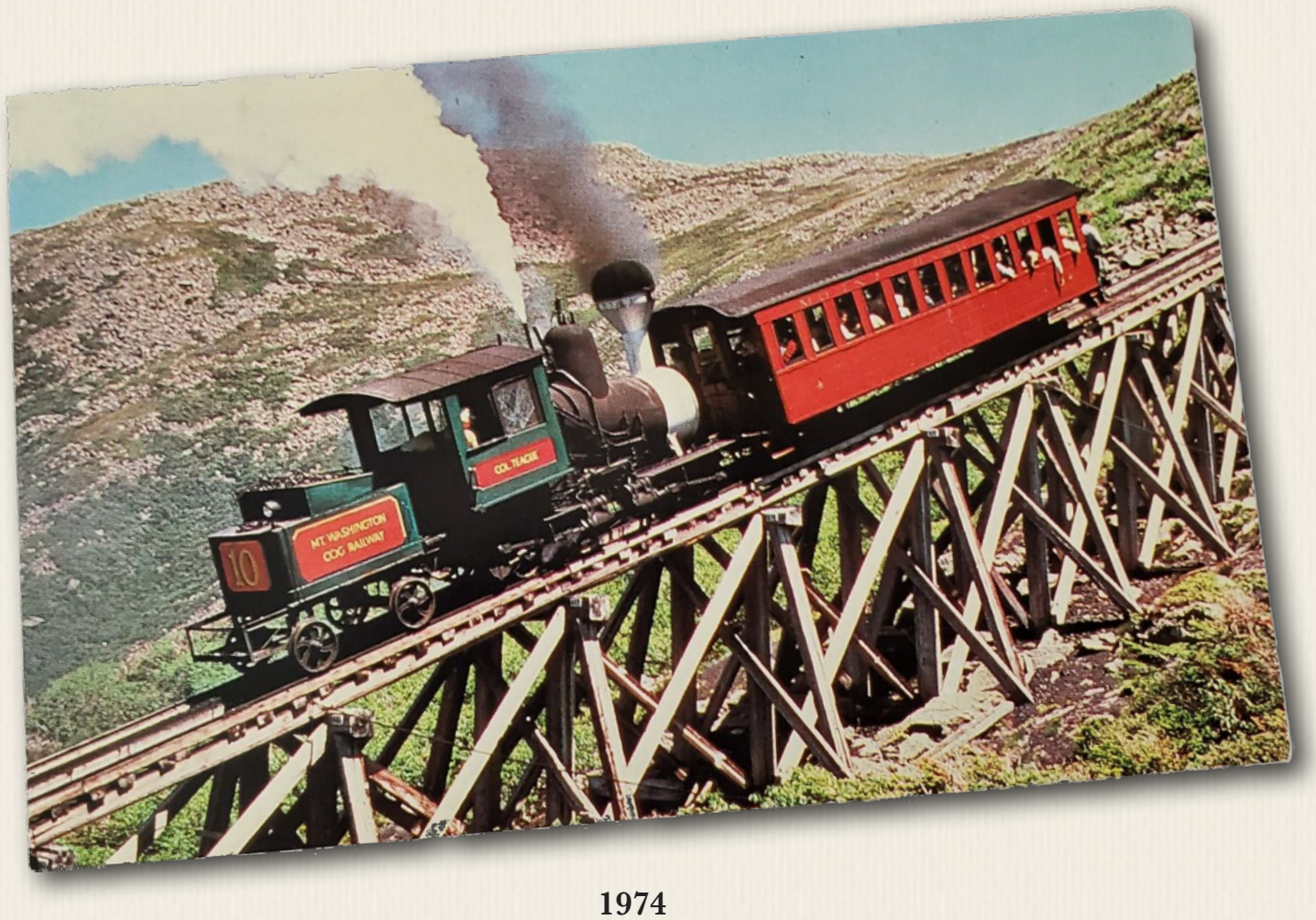
Cog Railway in the Presidential Range is private land and the Forest Service has no control over access on this road." *- Littleton Courier – Thu, Dec 27, 1973 pg. 1 & 1A*



(L-R) Bobby Trask, Rob Soucy & Houston Jacobs relaxing in what appears to be Jitney's old cabin ,(1973)
- Dave Moody Collection



(L-R) Charlie Kenison, Bob Kent & Steve Christy (1973)
- Kent Family Collection



1974

January 24th

Teague of New Hampshire: "Representing New Hampshire at the first National Conference on Tourism and the Energy Crisis held in Jackson, Miss., recently was Mrs. Ellen Teague, president of the Mount Washington Cog Railway Co. Mrs. Teague was chosen a delegate to the energy conference for her prominence in the New Hampshire tourism industry. The Mt. Washington Cog Railway, the nation's first mountain climbing cog railway, has been a member of the Discover America Travel Organization since its inception. Among the speakers was U.S. Sen. Daniel K. Inouye (D-Hawaii) who said lawmakers and the Nixon Administration must be made aware of the importance of tourism as an industry that is vital to the nation's economy."

- Littleton Courier – Thu, Jan 24, 1974 pg. 1B

NEARLY OUT OF PRINT!!

"RAILWAY TO THE MOON"

by G. M. Kidder

The comprehensive history of the MT. WASHINGTON COG RAILWAY in a Special Limited Edition. Profusely illustrated with many old and rare photos 184 pages; cloth-bound. As claimed by many! Order your copy NOW! $12.50 postpaid.

"Railway To The Moon"
P.O. Box 409 Acton, Mass. 01720

Manchester (NH) Union Leader - Sun, Mar 17, 1974 pg. 19

April 8th

Cog Railway Labor Situation: New Hampshire state inspector Walter King files a three-page memorandum with his boss, Transportation Director Winslow Melvin regarding the labor situation at the Mt. Washington Railway in the upcoming summer season. King reports on being contacted and talking with seven former railway employees with between one and 18 years of experience on the line. None will be returning in 1974, and all fear for the safety of the operation in the upcoming year. "It is felt that under the present circumstances of ownership and management the condition of equipment, morale of employees and general safety of all will deteriorate to a dangerous level," King writes. "These feelings (of uneasiness) do not appear to be the 'sour grapes' type. All those interviewed claimed to have a love for the 'Cog' and have very strong desires to see it continue. However, the new general manager is not a fully trained or qualified member of the crew, how does he expect to rain so many new people in such a short period? It has been stated that Mr. (Edward) Clark would like to double the



- Vineland (NJ) Daily Journal- Mon, Apr 22, 1974 pg. 4



speed and/or put on bigger cars. He would like to relay some of the track, from trestle to a bed. How these are to be accomplished is not known. It is known that Mr. Clark has no experience with the unique operation of the Cog Railway. He does have boiler knowledge but not Cog boilers. In general, unless the new General Manager has a crash course in the Cog Railway and its operation it would appear that the 1974 seasons could create many problems."

- NH Public Utilities Commission files

May 24th

***Fanny Teague** (left) **marries** Robert Blaggie*

- I Conquered My Mountain by Ellen Crawford Teague

June 15th

Summit Museum Dedicated: More than 200 people had a special reason for going to the Summit of Mt. Washington Saturday *(6/15)*. It was the first annual meeting of the Mount Washington Observatory, Inc., ever to be held at the site of the Observatory erected in 1932. The main attraction was the dedication of the Summit Museum which has been in the process of being developed over the past two or three years and is now complete. It was designed, built and is operated by the Mount Washington Observatory; a private non-profit research organization which derives support from museum sales and admissions. During the business meeting a plaque was unveiled which read: "Mount Washington Museum, an education service of the Mount Washington Observatory made possible through funds donated in memory of Arthur Teague, Mt. Washington Cog Railway, John Guider, WMTW-TV, Hervey King, Appalachian Mountain Club. Funds donated to the Observatory by J. J. Storrow, the encouragement and services given by the Mt. Washington Auto Road, and the generosity of the members and friends of the Mont Washington Observatory. Observatory Founded 1932 – Museum Dedicated 1974." On hand to participate in the unveiling *(left)* were Mrs. Arthur S. Teague, wife of the late Col. Teague, and president and manager of the Mt. Washington Cog Railway, and Mrs. John W. Guider of Littleton, wife of the late Mr. Guider who was one of the founders of the Mt. Washington Television Station and its president before Jack Paar bought it. The Observatory was the site for testing during the 1940's and 50's which led to deicing mechanisms for airplane wings and jet engines. It was noted that the Summit Museum was visited by 60,000 people last year. It was during the International Polar Year 1932-33 that the first Observatory came into being in the old Stage Office, and in 1938 Col. Henry Teague built the present Observatory Building. On view in the Museum are small mammals of Mt. Washington; a section on *Among the Clouds*, newspaper published at the Summit; *Old Peppersass*, the first Cog Railway engine… and a slide show. Saturday's mountaintop meeting concluded with Mr. Smith describing the ef-



MRS. ARTHUR S. TEAGUE (SECOND FROM RIGHT) AND MRS. JOHN W. GUIDER are seen atop Mt. Washington Saturday where they participated in the unveiling of a plaque to dedicate the Summit Museum, in which tribute was paid to their late husbands for their roles in the Observatory program. Seen with the guests of honor are George Hamilton (left), director of New Hampshire State Parks, and Alan Smith of Concord, Mass., Observatory president. (Photo by Jack Jones.)

- Littleton Courier - Thu, Jun 20, 1974 pg. 1

fort now underway to raise $628,800 in public contributions as part of a $1 million fund to enable the Mt. Washington Commission to build a new $3 million Summit House. The drive is employing a gimmick of selling an imaginary line running from the Summit straight down to sea level at S100 per foot. "Because it is a line only," Smith said, "there is not area involved and therefore no real estate tax."

- Littleton Courier – Thu, Jun 20, 1974 pg. 1 & 3

June 20th

Land Rush Begins: "The Mount Washington Commission has put this 6,288-foot peak on sale, so to speak, and world-famous mountain climber Bradford Washburn was expected to be first in line "for what may be the greatest land rush since Alaska's traffic in oil leases." Or, at least the commission hopes this will be true because the "sale," at $100 per linear foot, is the major thrust of a $1 million private promotional effort in a $3 million campaign to replace the dilapidated structures now standing on top of the highest mountain in the Northeast. Washburn, who is director of the Museum of Science in Boston and author of a book about Mount Washington, handed over a check to former Gov. Sherman Adams at a brief press conference at the museum in exchange of a certificate confirming he now owns " piece of the mountain." Adams, governor of New Hampshire from 1949 to 1953 and chairman of the Mount Washington Commission, has been a prime mover in what he calls a "much-needed urban renewal project" on the mountain. Commission proposals to replace most of the rundown buildings at the Summit with a new multi-purpose structure were approved in April by the New Hampshire Legislature. It voted a $2 million bond issue for the $3 million project in anticipation of future revenues from admission charges to the new facility, located in the state park at the Summit. The remaining $1 million is to be raised from private sources. Hence the Mount Washington "land sale" which, Adams observed, "is not only imaginative and altruistic in concept, but tax deductible at purchase and tax free in ownership." Alan A. Smith, president of the Mount Washington Observatory, who is directing the promotion, said that since "a line, by definition, has no planes perpendicular to it, there is no area involved, and therefore no real estate tax. However, Mount Washington buyers will receive very handsome certificates attesting to their ownership," Smith added. "Minimum purchase in the land sale is $100 for one linear foot."

- Littleton Courier – Thu, Jun 20, 1974 pg. 1A &12B

July 15th

State Inspection Report: On July 15, 1974, state inspector Walter W. King made an operational inspection of the Mount Washington Cog Railway. "As of this date, three engines have not be hydrostatically tested, these are number four, nine, and two. The number two is still awaiting front flue sheet repairs, number nine was in the shop having crank shaft bearings and pipe fitting repairs, the number four was operating on the mountain. Also operating on a hourly schedule was number six and number ten with number one as a back-up engine. All operations for the day were normal and as of this date, there have been no delays due to mechanical problems or labor. The senior engineer, Mike Poché has given up part of his duties to Charles Kenison, Jr., who has eight years of experience at the railway with four years as an engineer. Mr. Kenison's prime duties are; scheduling and assisting Mr. Poché in training. It would appear the operation of the railway and the attitude of the crew toward owner and management is much more harmonious than was the 1973 season. With the necessary repairs and maintenance being taken care of by the designated parties, it would further appear that the 1974 season should be a reasonable success."

September 19th

State Inspection Report: State Transportation Director Winslow Melvin makes an operational inspection of the railway: "On this date there were two (2) trains operating with qualified crew and no trainees with one (1) qualified crew as back-up. This is the way the (railroad) has been operating since Labor Day weekend. Mr. Clement, track foreman, was interviewed about halfway between Skyline Switch and the summit. At this particular location they were replacing side pieces. As it now appears the side piece replacement will continue until the present supply of timber is exhausted. It is the plan at present to work on all maintenance aspects as long as the weather permits. Much discussion was given to the past, present, and future labor problems and prospects with Mr. Edward Clark, general manager, and Mrs. Ellen Teague. Mrs. Teague indicated that Mr. Clark will be remaining with the railroad for as long as he desires. Roger Sanders, master mechanic, is also expected to be part of the railroad operation for many years. As it now stands there is no one in the employment who is qualified to train the necessary crew. There is the possibility that Mr. George Trask, Sr., a long time engineer and weekend employee, will be available to take on this task. The question of unqualified personnel operating

trains on the mountain was discussed. It was pointed out that under no circumstances could a train carrying passengers be operated with an unqualified engineer unless a qualified engineer was in the engine. (Melvin was) under the impression there have been instances when unqualified personnel have operated equipment on the mountain without proper supervision. It is with this in mind that during the remainder of the season, through October 13, at least one (1) and possibly two (2) more operational inspections be conducted."



No. 6 crew including Dave Brenner & Steve Newman Base Switch (1974-1975)
- Courtesy Phil Miller (c. 2009) / Cog Railway We Were There FB

September 22nd

NH Peaks Tempt Hardy Hikers: Reporter Ward Sheehan describes his hike along the Presidential Range – "Leaving my non-hiking family at the Appalachian Mountain Club's (AMC) well-appointed lodge in Pinkham Notch, I set out for more primitive accommodations at the club's Madison springs Hut in the col (connecting ridge) between Madison and Adams. I was prepared. As a matter of fact, I was a walking haberdashery, with a pack full of clothes for nearly all conditions. I overdid it a bit. Wanting to test a new pack, I stuffed it with enough tet me through a winter at the South Pole. There are drawbacks to soloing. For instance, if I broke an ankle, who would get me off the mountain? I determined not break an ankle and continued to the summit of Madison. There I had a marvelous view of the inside of cloud. Moving down into the col, I came out of the cloud. Below sat Madison Springs Hut. The "Mad House" is one of nine remote hostels run by the AMC in the White Mountains. By using these facilities, a hiker can cross the mountains from west of Franconia Notch to Carter Notch in the east with no need to carry camping equipment or a food supply. The daily cost of all this is about that of a dinner entrée in a prestigious restaurant. In the early afternoon, the hut was filling with hikes who had come from all directions who had come from all directions over the trails that converge in the dooryard. I was beginning to feel more like a mountaineer and less like a "goofer," as the hutmen refer to greenhorns. I decided to climb Adams before supper. The summit is about a mile from the hut and about 1,000 feet higher. When I set out, the cloud cap had descended to the roof of the hut, and I looked forward to a view of little more than the summit itself. It wasn't until I climbed through the last narrow defile and onto the summit that I realized I could see for miles. The view to the east was still cut off by a moving curtain of gray, but to the west, the sun slanted through higher clouds and shown on the full weep of the Presidential ridgeline, from the ground at my feet through Edmands Col, across Mt. Jefferson and the Clays to Mt. Washington, only the very top of which was still masked. To the north, the rest of New Hampshire basked in a summer afternoon. As I climbed down, I was soon back in the cloud. There was something in the dramatic suddenness of those sunny moments at the peak, something in the amazing good fortune of being in the right place at the right time, that made the experience worth far more than an entire day of clear skies and breathtaking views. I headed in for supper, knowing I had a real memory to bring back from the mountains. Supper was also a memorable experience. Supper was also a memorable experience. A delicious soup and a fine fresh-baked bread preceded the main course, which was billed as that culinary atrocity, "American chop suey." Never fear. The chief, as is often the case at the huts, was a young and adventuresome soul who spiced the dish up to taste more like a good goulash. I at three helpings of the stuff. The capacity of the hut was sorely taxed when several persons without reservations and unable to move on had to be accommodated. Those of us who were booked in were guaranteed bunks and complete table settings. A number of people spent the night sleeping on tables. In the crowded hut, breakfast was hearty and hectic. Following a general cleanup, for which everyone pitched in, packs were readied and the hikers assembled in the dining room for the weather report. It was received by short-wave at 8 o'clock: Cloudy, rain likely, winds to 55 mph. Temperatures, however, were to be in the 50s, so although it wasn't to be the pleasantest of days, neither would it be dangerous. I set out for Mt. Washington, 6 ½ miles away, climbing the first mile or so from the hut with a man from New Jersey and his two young sons. We parted company at a place called "Thunderstorm Junction" and I went ahead at my own pace. Between the first and second peaks of Clay, we caught the sound of a train whistle on the Mt. Washington Cog Railway. Soon we were hiking alongside the tracks on our final climb of the day, the iron monster puffing and

wheezing somewhere below us. Where the trail crossed the tracks, we waited, and soon the engine labored up to us, pushing a carload of tourists through the clouds. Everyone waved. We took their pictures; they took our pictures. The top of Mt. Washington offers the hiker almost everything he hikes to escape. There is the sound of traffic from the auto road and parking lot, the sound and smell of the coal-burning railway engines, and hordes of tourists who flock from cars or train into a tacky souvenir shop and high-priced snack bar. Or course, there is something else there as well. One feels a little like a football player, muddy and sweaty, moving among the spectators after the game. There is that feeling of having participated, of having come to grips with something others have only come to look at we did strut a little. The descent of the summit cone itself turned out to be the trickiest part. It was steep and slipper and the heavy wind nearly blew me over several times. At Tuckerman's Junction, I had the final decision to go straight down the raving rather than make a more gradual descent along the ridge to the south of it. At that point I would rather risk breaking my neck than almost certainly miss supper. In two hours, I was shaved, showered and enjoying supper with my family at Pinkham Notch Camp. A young man at the table mentioned that he had walked as far as Tuckerman's Raving earlier in the day but was driven back by cold and wind. Goofer!" *- Danbury (CT) News-Times – Sun, Sep 22, 1974 pg. D-5*

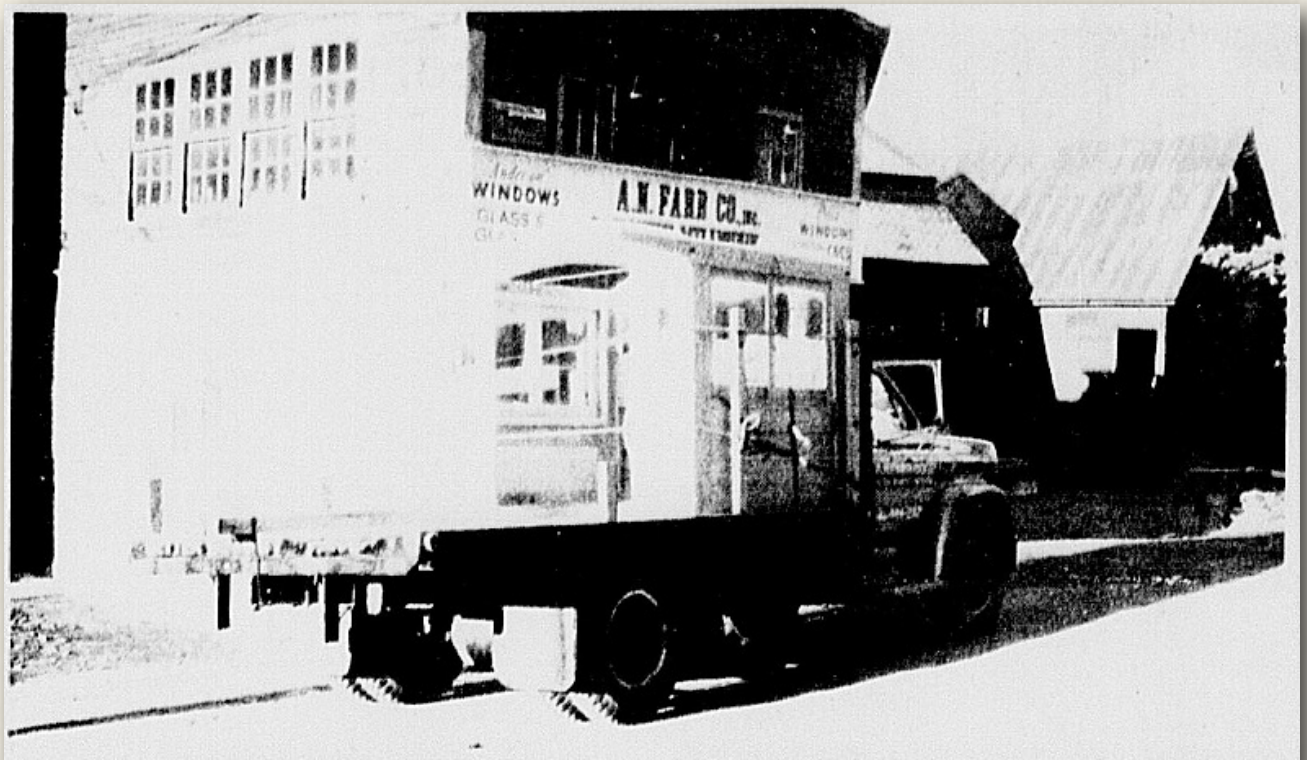
October 5th

Heavy Foliage Traffic: ""Bumper-to-bumper traffic was the order of the day Saturday *(10/5)* and Sunday *(10/6)* as many tourists took advantage of the fine weather to make trips to the mountains for the Fall Foliage. Tourist accommodations and restaurants were filled. At the Mt. Washington Cog Railway, tickets for all remaining trains on Saturday were sold out before noon. Five trains were sent up. Hundreds of visitors crowded the gift shop and dining areas, which were busier than they have been much of the season. Traffic was so heavy that it was almost impossible to cross from one side to the other or make a left turn onto a side road. The foliage has yet to reach its height in many areas and another banner weekend for tourist travel is scheduled."

- Littleton Courier – Thu, Oct 10, 1974

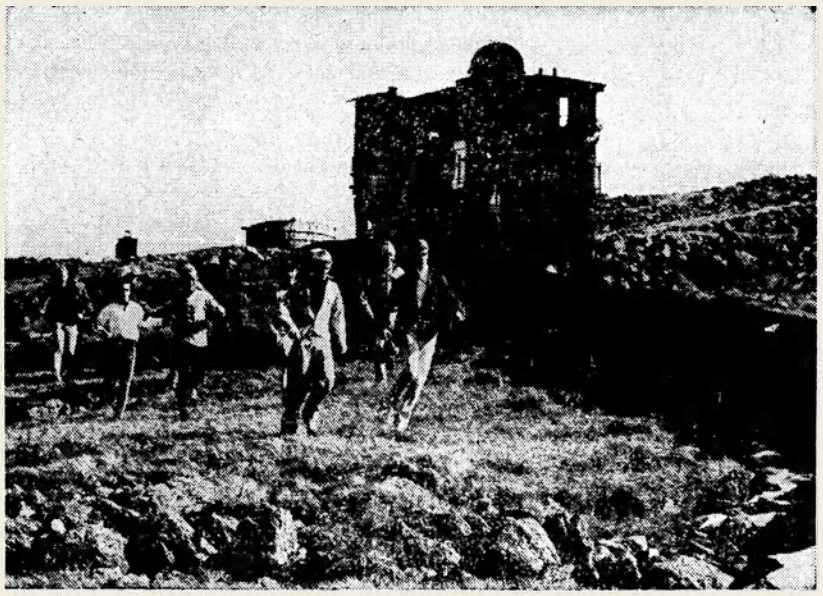
October 10th

Young Hands Run Oldest Railroad: "Most passengers on the world's oldest gear-driven railroad are too preoccupied admiring the spectacular White Mountains' panorama... that they give little notice to the strong, young hands one the controls. In fact all of the 25 to 30 engineers, firemen, brakemen and track repairmen on the Cog are between 17 and 25. Why would any sane young man volunteer for a job that promises long hours, low pay, and grimy, back-breaking labor? Cog General Manager Edward Clark has a theory. "It's a disease," explains Clark. "They work an average of ten hours a day, seven days a week for four months. I'll tell you one thing, they definitely don't come up for the money. A brakeman starts at $2 an hour, a fireman starts at $2.30, and an engineer starts at $2.50. But they keep coming



A SPECIAL RACK LOCOMOTIVE CAB FOR THE MT. WASHINGTON COG RAILWAY IS SEEN leaving the yard of A.N. Farr Co., Inc., in Littleton Friday morning. The cab, constructed by the local woodworking firm, made of western red oak is mortised, tennoned and bolted, with all hardware hidden. The cab, with safety glass sliding oak frame window, measures 6' square and is 7½' high, weighing approximately 1,200 pounds. This is the second cab of its type the A.N. Farr Co. has constructed for the Cog Railway. William Carbonneau, owner of the Littleton company, said that a total of 195 man-hours went into the construction of the cab delivered to the Mt. Washington Base Station where it will be mounted as a replacement on one of the steam engines and painted. (Courier Photo.)

- Littleton Courier - Thu, Oct 17, 1974 pg. 10B



Mt. Washington has been an important part of the Harvard and Radcliffe ski team's fall training. Harvard and Radcliffe team members have been riding up the Mt. Washington Cog Railway and then running down the mountain. They then cap their weekend training off by running up the 6288-foot mountain. The training method is unique in this country, but a copy of the French Olympic team's regimen of bicycling up the Alps and running back.

- Boston Globe- Sun, Oct 20, 1974 pg. 94

December 14th

Mountain "Sold" in Vertical Feet: "The state of New Hampshire is offering honorary ownership of pieces of Mt. Washington. The Mt. Washington Commission is selling all 6288 feet of the mountain in 1-foot vertical sections for $100 a foot in an effort to pay for a $3-million project to develop the summit, it was announced yesterday *(12/14)*. (T)he purchase of a vertical section of the mountain does not actually convey any real property, therefore no taxes have to be paid. Also, since the commission is a state agency, the purchase is tax-deductible. Some of the mountain has already been sold, according to John H. Crider, who is handling publicity for the drive. Most of it is still available, however, and the prospective buyer may specify the exact foot desired if it hasn't already been taken. Each buyer gets a certificate which states that he owns a piece of the mountain, and his purchase is recorded both in the State House and at the summit. Crider said a state bond issue will raise two-thirds of the $3 million and the rest, it is hoped, will be raised from industry, the public and the federal government. Besides the certificate, each buyer will get a free ride up and down the mountain on the Auto Road or the cog railway and a year's membership in the Mt. Washington Observatory."

- Boston Globe - Dec 15, 1974 pg. 66

back, year after year."

- Boston Globe - Oct 10, 1974 pg. 1 & 55

October 12th

Railroad Wedding Party: ""The sun was shining and the mountains were a hiker's challenge on Saturday, Oct. 12, as Miss Geraldine F. Sligar and Errol P. Hines, accompanied by Rev. Christine Frost, began the climb of Mt. Washington, where at 3 p.m. Rev. Frost officiated at a double-ring ceremony which united Miss Sligar and Mr. Hines in marriage. Other members of the wedding party boarded a Mt. Washington Cog Railway train for the ride to the Summit, and the whole party returned to the Marshfield Station on an early evening train."

- Littleton Courier – Wed, Nov 13, 1974 pg. 6A

LOST BANK BOOK NOTICE

This is to give notice that I have lost bank book No. 64807 issued by The Littleton Savings Bank on 7-2-73 and I have requested said bank to issue a duplicate thereof.

Michael A. Kenly
Cog R.R.
Twin Mt., N.H. 03589

Date 10-16-74

—43-3p

- Littleton Courier - Thu, Oct 24, 1974 pg. 8B

Cog *Railroad ridership estimate:* Mt. Washington Use Figures collected for the Mt. Washington Commission indicate 45,229 people rode the trains during the 1974 season.

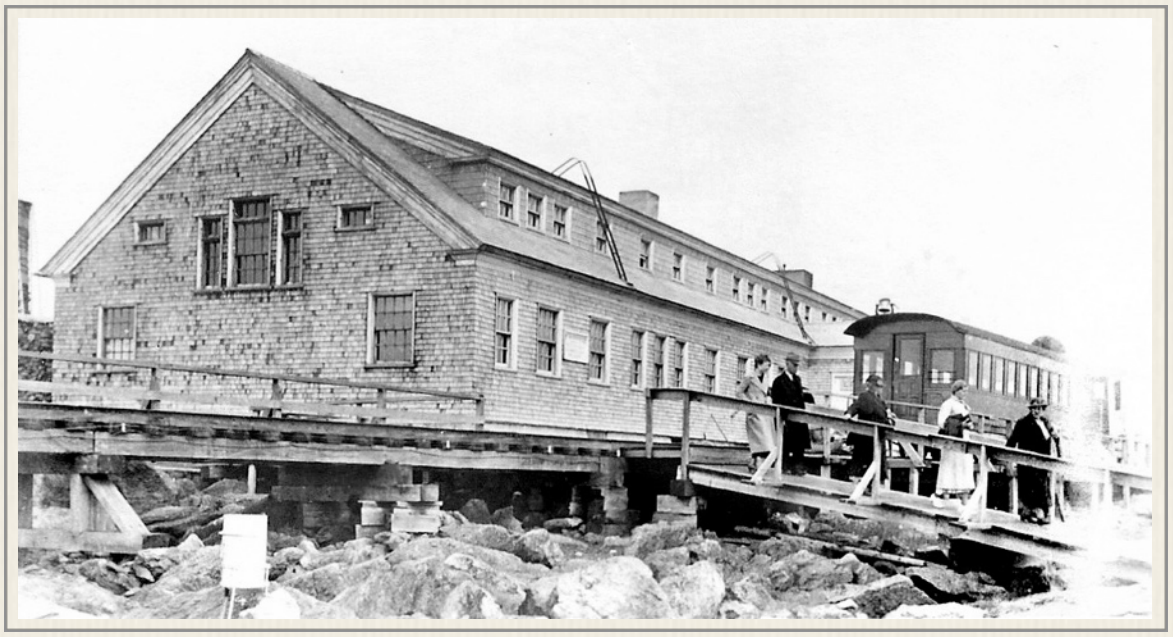


At the Bunker: *Art Poltrack: "It looks like the No. 2, Dmitri "Satch" Savchick was the engineer, fireman Mr. Moody (on the cab roof?) & brakeman Bruce Moffatt on top of the coal bunker with the No. 1 coach. (~1975)*
- Cog Railway We Worked There FB

1975

May 7th

A Depression Night at the Summit House: Weekly on Wednesday by Peg Colby: "I hope New Hampshire can maintain its outstanding resorts – and ay guest places which offer that old-time hospitality and service. If you did, as a youth, have seasonal hotel employment, you have your own memories. You glimpsed the various cultures, strata of society, chain of command and urgency of the best performance from the whole "team." My own experience was not in a large hotel. In Depression times, lucky to have a job at all, I worked at the Summit House on Mt. Washington for two summers. That was seven days a week, the entire eight weeks – on the Rock Pile. Recreation consisted of a quick hike down to the Lakes of the Clouds between meals, down the Auto road or the Cog Railway – or any trail – as long as we were back in time for duty. We never went to the Base all summer. Besides learning to work as waitresses-waiters under professionals and dealing with a temperamental chef, we acquired an enduring interest in weather, geology, the A.M.C., and whatever might happen to the Summit, the Cog or the "Carriage Road." Girls, two in a room, were lodged in the hotel proper. Boys bunked at the Tip Top House. The hotel engineer and his wife were chap-



Summit House (1930s)
- Joe Dodge Collection

erones for the girls, at least. We had to be in our rooms, lights off, at ten. I'm sure we got much more sleep than the youth in lower altitudes! One night, on a dare, I went out our window on the second floor (near the bell) in my pajamas – intending to crawl along to the next room where those two girls were reaching out to help me. Suddenly, from our chaperone's room, a big flashlight caught me in its beam. I went right back to my own window and caught a lesson in deportment. Lucky not to catch a fall on the rocks!"

- Littleton Courier – Wed, May 7, 1975 pg. 2B

June 24th

State Inspection Report: On June 24, 1975, state inspector Walter W. King made an operational inspection of the Mount Washington Cog Railway. "Upon arriving at the Base a lengthy discussion was held with Mrs. Ellen Teague, President of the Railway Company. The discussion centered primarily around the availability and qualifications of the operating and maintenance crews. Mr. (Edward) Clark was interviewed at the summit where he was working with a maintenance crew repairing the platform in the crib potion of the track. This operation is more of a face-lifting than structural repair. The scheduling was discussed as was the availability of a responsible person to train the crews and take care of the qualifying. It was learned from Mr. Clark that last year's Chief Engineer Michael Poché returned for the season and was to take on some managerial responsibilities as trainer and train master. However, due to the qualities required in managerial positions, Mr. Poché was relieved of all duties at the Railway. It would appear that George Trask, Sr. will be available on demand as needed. It is very possible that Mr. Trask will take over the duties of training and qualifying the crew. Robert Callahan has taken over the duties as track maintenance foreman. A considerable amount of caps and sills are scheduled to be replaced this season... beginning at Waumbek Tank descending for approximately 1600 feet. In the words of Mr. Clark, the track and trestle is in need of much repair. It is agreed by all concerned that the structure is safe enough for use but the visual aspects could use improvement. There is a certain amount of timber that should be replaced each year. This has fallen behind the schedule due to short season and lack of available timber. It would appear that Mr. Clark is much more critical of the track than had been past managers. Mr. Callahan and his crew has been working very diligently at trying to bring the track into some sort of horizontal alignment. At the present time this crew is spending most of the day re-blocking and shimming to accomplish the above mentioned. It would appear that with the concern of General Manager Clark in the area of track and trestle, a further inspection should be made... it will be completed in the very near future."



Transition Observed: *Watching the coach go over the switch Sunday July 14, 1975.* ***Art Poltrack****: "I'm pretty sure this is Brakeman Bruce Moffatt."* ***David Huber:*** *"The bell cord is not connected"* ***Erich Kenison:*** *"You had to watch it every time!" (1975)*

- Henry Vaughn Collection



Below the base station Sunday July 14, 1975. ***Art Poltrack:*** *"I think fireman Tom Evans outside of the cab, and Engineer Mike Kenly outside of the fence towards the rear of the coach. His Datsun on the left."* ***Faith And-Andre Desjardins:*** *"Art - you're good, 1st thing I said when I looked at this picture was that's Mike truck, thanks for confirming my memory."* ***Susan M Houck:*** *"Faith - I bought that truck from him. It was my first vehicle!"* ***Faith:*** *"Susan - crazy how a single picture can bring back so many memories." (1975)*
- Henry Vaughn Collection

August 20th

Windmill Experiment at Summit: The Governor and Council have approved placement of experimental windmill electrical generation equipment at the Mt. Washington Observatory. The purpose is to test the feasibility of wind generation as opposed to the conventional methods of running equipment with oil as fuel. Comprehensive Planning Director George McAvoy said that the Mt. Washington experiment is aimed at ironing out problems associated with frigid high winds and rime (ice). If these problems could be solved the concept could have application to ski areas and other cold weather operations, McAvoy said. Officials say that the project is a long way from creating energy self-sufficiency for the New England area, but the concept is there and being developed." *- Littleton Courier – Wed, Aug 20, 1975 pg. 4*

August 27th

Attractions Softball League Revival: The revival of employee team softball reminiscent of a century ago has been stimulated by young Ed Clark of Clark's Trading Post in Lincoln. Pulling together a team of employees, he has challenged and so far, successfully 2000three other attractions in the White Mountains region. He has also lost twice. In the late 1800's the dozens of huge resort hotels that dotted the mountains and valleys of New Hampshire would field a team of employees each Summer, forming a baseball league among themselves and challenging hotels and resorts in other towns. It was great entertainment for guests as well as an excellent tool to keep employees together, plus allowing them to let off steam in innocent fun. Young Clark thought it would be a good idea for the attractions to rekindle that old spirit of a century ago and embarked on putting together a patchwork team of employees and family. Practicing in a field after closing, the "Clark Bears" then challenged the Cog Railway to a game. They won the first game, but lost the second as the "Mt. Washington Coggers" caught the spirit and really pulled together under coaching from young Clark's father, Ed, Cog Railway manager. *- Littleton Courier – Wed, Aug 27, 1975 pg. 6A*

September 9th

Complimentary Cog Trips: The annual meeting of the New Hampshire Hotel/Motel and Restaurant Association will be held at the Mount Washington Hotel in Bretton Woods Sept. 9, 10 and 11. Mrs. Arthur S.

Teague, president of the Mt. Washington Railway Co., has again offered complimentary trips to the Summit."

- Littleton Courier – Wed, Aug 27, 1975 pg. 5

September 17th

Cog Train Groom Still Stunting: Mountain Musing: It was on Sept. 10, 1955 that Alton Weagle of Groveton took his bride on Mt. Washington, the first couple ever to be married on the Cog Railway. Today, Mr. Weagle of 142 Westminster St., Bellows Falls, Vt., manages to find time to make covered bridges according to scale. Tiny models are made of toothpicks and thread (3/8th inches and up) and larger models, up to 42 inches, of scrap lumber. His skill is becoming well known and he is receiving orders from widely scattered parts of the country. Mr. Weagle will be remembered in the North Country particularly for a demonstration of stamina by climbing Mt. Washington three times the same day – Aug 2, 1928. It required 14 hours and 28 minutes to negotiate the 36 miles. One week later two Gorham men did it in 13 hours and 13 minutes, and the next weekend Al (who on the first marathon climb was accompanied by two girls and two other men) did the stunt alone in 12 hours and 30 minutes (this record didn't last more than two weeks before Tony Mauro of Cascade set a time of 10 hours and 30 minutes). "Next Summer I'll be 48 years older and 110 pounds heavier, but I'm sure I can lower that 10:30 time by at least an hour," Al confidently predicts."

- Littleton Courier – Wed, Sep 17, 1975 pg. 4

Cog *Railroad ridership estimate:* Mt. Washington Use Figures collected for the Mt. Washington Commission indicate 42,525 people rode the trains during the 1975 season



Between Trains *on July 14th at Marshfield Platform (1975)*
- Henry Vaughn Collection



1976

January 28th

Peg Colby - Summit Worker Pt. 2: Weekly on Wednesday: "Natives often don't realize the pull which Mt. Washington has on people from far places. It used to be that when we took visitors "through the mountains" in the Summer and Fall, we'd try to get them to the Base of the mountain, at least. In the old days, perhaps they would only see the Cog Railway engines and cars; seldom was there time to go up and down the mountain. We hardly realized how much more our visitors had read about the mountains than we had. I have written before about working two Summers at the Summit of Mt. Washington. That was in 1930 and 1931. Previously employed crew members told about the wreck of the old *"Peppersass"* engine the year before (July 20, 1929). Workers' memories were more concentrated on the impossibilities of feeding those six train-loads of people again on the same day, and the heroic efforts of the Carriage Road drivers in getting guests down the mountain in that direction. I even remember that one Pierce Arrow record was about 19 minutes – not much more than some race drivers achieved in those days! I knew the railroad was the world's first Cog Railway. (It was then being run by the Boston & Maine.) We told guests that the mountain was 6,293 feet high, though the now accepted accurate altitude is 6,288. Like so many native New Hampshire youths, I had to have further acquaintance with the mountain to learn facts as well as significance. "Relatives of relatives" had worked at the Summit as early as 1879, so I had heard, at least, some experiences of theirs. But when do we learn to ask the right questions. What I wish now is that management had made printed material available to us (beyond train schedules and menus) – provided some kind of a library. Where was Lucy Crawford's History? Or "The Great White Hills" by Rev. T. Starr King? Or Kilbourne's "Chronicles"? Or hundreds of other possible references? At least eight of us young people were in college. I can't remember that the management ever mentioned that we should be learning from books, as well as first-hand, of the botany, geology and climate of that unique place. Of course, we saw people looking at plants in the Alpine Gardens, heard stories about the "side-hill gophers" and knew the weather was like no Summer we had ever seen in lower altitudes. We knew there had been a daily newspaper published at the Summit, called *"Among the Clouds"* and it editor had been Henry Burt, for whom Burt's Raving was named. But that paper was long gone. We'd hike down to the Lakes of the Clouds for a taste of their good doughnuts in a morning – between breakfast and noon shifts of work. It was only possible to go part way, down the Carriage Road or any trail, and still be back, as we must, ready to wait on "counter" or table guests. We should have been given – and required to study – such a booklet as Rev. Guy Roberts of Whitefield published in 1927. It had the condensed history, the geological and botanical information which we should have known – which would have made us more valuable employees. I suppose we got around to buying a copy from the gift shop, but money was scarce (at least for workers) in those years. A fresh orange or banana cost 10

cents. If you wanted such, you paid that price. At table service (with white linen, etc.) the price of a roast beef dinner was almost $7. There were neither fresh fruits nor fresh vegetables on the "help's" menu. I had probably "waited on" my future husband at the counter because he and another Littleton youth have snapshots of a climb up Mt. Washington one of these years – but no romantic remembering at all! Nor does our "printer friend" from Salem, Mass. (Raymond Laender) remember me. He was at the Lakes of the Clouds as a hut man. I first heard his name when my husband introduced him to me at a Printing Convention in Boston, years later. He is one of those who has never lost interest in the A.M.C. and the Observatory – of which I'll be speaking further. At the end of the 1931 season, Col. Henry N. Teague bought the railroad. Girls were "out" and Dartmouth boys were "in" as workers. During those 16 weeks, during two Summer seasons, I had lived happily on the Summit, in and on the rocks, with continuous wind and all that goes with such climate. When I reached the Base Station, via train, the last day, I could have kissed the grass. It was so beautiful! There was no way I could have foreseen the connections later to come with that great Agiochook. Please join a little high of high points next week. // In the Summer of 1934, after teaching my first year, I attended the conservation "Nature Camp" then held at Lost River. It was an opportunity to learn more about geology, botany, weather, bird life and astronomy. What a treat it was to go up Mt. Washington on a "field trip" – our professors accomplished a lot in a few hours – and it felt like Old Home Day to me. (The Dartmouth boys, serving food to the group, said, "You mean they used to have girls working here??")

- Littleton Courier –Wed, Jan 28, 1976 pg. 2B & Wed, Feb 4, 1976 pg. 2B

February 4th

Historic Landmark: The Mount Washington Cog Railway, the first mountain climbing railway when completed in 1869, has been designated a National Historic Civil Engineering Landmark by the American Society of Civil Engineers. Announcement of the designation was made by Arthur J. Fox. Jr., president of the 70,000-member national professional society. The society conducts a program to seek out and identify historic civil engineering landmarks which represent significant contributions to the development of America. Still operating, this world-renowned project clearly demonstrates the ability of the American engineer to provide innovative and economical solutions to unusual and difficult problems. Among the 50 landmarks designed to date by the American Society of Civil Engineers are bridges, canals, buildings, and other civil engineering projects throughout the country. A weekend program to include presentation of a bronze plaque at the Base Station is being jointly planned with the American Society of Mechanical Engineers for June 25-26. The Cog Railway has been selected to receive a like honor from the Mechanical Engineers."

- Littleton Courier – Wed, Feb 4, 1976 pg. 5B

March

Experimental diesel "Spirit of '76" was built *(right)* at the Cog shops. While never fully operational, its intended use as a spare and work engine remains viable. In 2009, Wayne Presby, part of the group that purchased the Cog Railway in 1983 from Ellen Teague told the *New Hampshire Business Review* that Ed Clark "an ambitious young Cog manager was so committed to the idea of conversion (from steam to diesel) that he spent his own money constructing an engine." According to Presby, "(Clark's) progress was thwarted by the Cog's nostalgic owner, who was so enamored by the old coal-fired steam system that she ordered all of the custom-made parts destroyed."

http://www.cog-railway.com/03timeline.htm



General Manager Ed Clark and his Spirit of '76 in front of shop
- John Thompson Collection - FB Cog Railway: We Were There

April 21st

NH Woos Travel Business: New Hampshire's attractions for tourists and vacationists will be promoted this month at the largest tourism promotion event of its kind in the U.S., reports the N.H. Office of Vacation Travel, DRED. The state will have a booth at the Discover America National Travel Mart in Pittsburgh, Pa.,

from April 21 to 24, where several leaders from the Granite State's private sector will cooperate with the OVT office in meeting and "educating" hundreds of travel agents, and tour brokers from all over the country, reports OVT's director John Brennan. Much of the cost of participating in this important travel event is being met by the private sector. The White Mountains Attractions Association paid for the cost of the booth space, Brennan noted. In addition to "Dick" Hamilton, executive director of the WMAA, and Brennan, the booth will be staffed by Scott Brackett of the Winnipesaukee Flagship Corp., Mrs. Ellen Teague of the Mt. Washington Cog Railroad and "Jim" Driscoll, manager of OVT's travel, sports and mall shows program."

- Littleton Courier – Wed, Apr 21, 1976 pg. 7B

June 16th

Landmark Dedication Ten Days Away: The world's first mountain-climbing cog railroad, with grades as steep as 37.4%, was completed to the top of Mt. Washington in New Hampshire in 1869. On Saturday, June 26, the Mt. Washington Cog Railway will be dedicated as a National Historic Mechanical and Civil Engineering Landmark by the American Society of Mechanical Engineers (ASME) and the American Society of Civil Engineers (ASCE). This will be the first joint National Historic Engineering Landmark dedication undertaken by the two societies. At a noon ceremony, to be held at the railway's Base Station, a bronze plaque will be presented to Mrs. Arthur S. Teague, the railway's president. The plaque will be presented by Earle C. Miller, ASME president, and Arthur J. Fox, Jr., ASCE president. After the ceremony, participants (including N.H. Gov. Meldrim Thomson), will be able to ride Mr. Sylvester Marsh's creation to the top of Mt. Washington – the highest peak in the Northeast."

- Littleton Courier – Wed, Jun 16, 1976 pg. 1A

June 17th

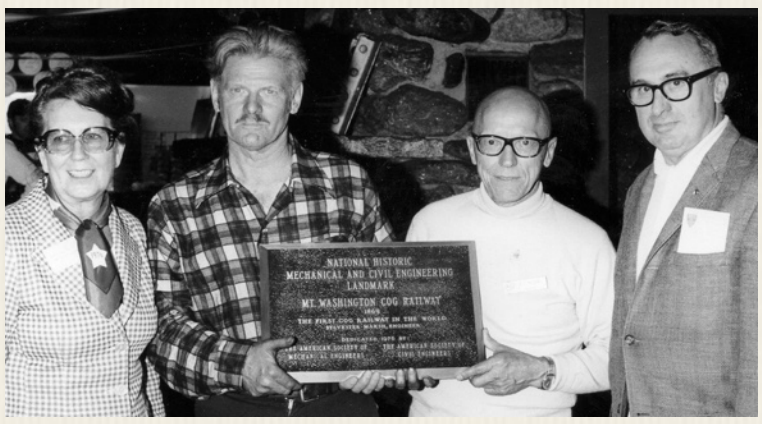
TODAY Show Time Off: Editorial: "The preeminence of Mt. Washington with its Cog Railway and the equally famous wonder, the Carriage Road (Auto Road) as a tourist attraction was recognized by the NBC-TV "Today" Show last Friday *(6/17)* as part of its Bicentennial Series. The show focused on New Hampshire and in the spotlight was Mt. Washington. Incidentally, "Today" paid a very nice compliment in its presentation of New Hampshire and its many charms. All-in-all it was a good show – which members of the Cog Railway crew agreed as they watched it from the Mount Washington Hotel during special time off granted by the management." *- Littleton Courier – Wed, Jun 23, 1976 pg. 2B*

Exceeded Loeb's Expectations: Editorial: "The NBC-TV "Today" program's coverage of new Hampshire last Friday *(6/17)* morning, a part of its 50-state Bicentennial series, exceeded our expectations in both its quality and fairness in representation. Some people feared, and we'll admit we were among them, that the network's choice of Hanover and Dartmouth College as an "anchor" site foreshadowed a rather liberal slant to the show. On the contrary, from what we saw of the early morning broadcast, the show captured a pretty good slice of New Hampshire as we know it; although Manchester's own Betty Furness did get a bit carried away with her "ayuhs" and "down the rud a piece." What was really an eye-opener (and you can take that literally from a writer who tends to sleep late) was junior Senator John Durkin's stout defense of the Granite State's first-in-the-nation presidential primary and its non-income tax status. We congratulate the senator for his fine defense of New Hampshire and also commend NBC for a very presentation of not only Hanover but also of Portsmouth Center Sandwich and our own favorite, the Mt. Washington Cog Railway."

- NH Sunday News - Sun, Jun 20, 1976 pg. 20

June 26th

Cog Railway becomes an ***Engineering Landmark:*** "The qualities of the Cog Railway are so impressive that, for the first time, two national engineering societies (The American Society of Civil Engineers and The American Society of Mechanical Engineers) have combined their conclusions in order to designate the train system as a National Historic Mechanical and Civil Engineering Landmark." Ellen Teague and Ed Clark accept the honor in front of the Marshfield fireplace *(right)*. Among the 50 landmarks designated to date by the American Soci-



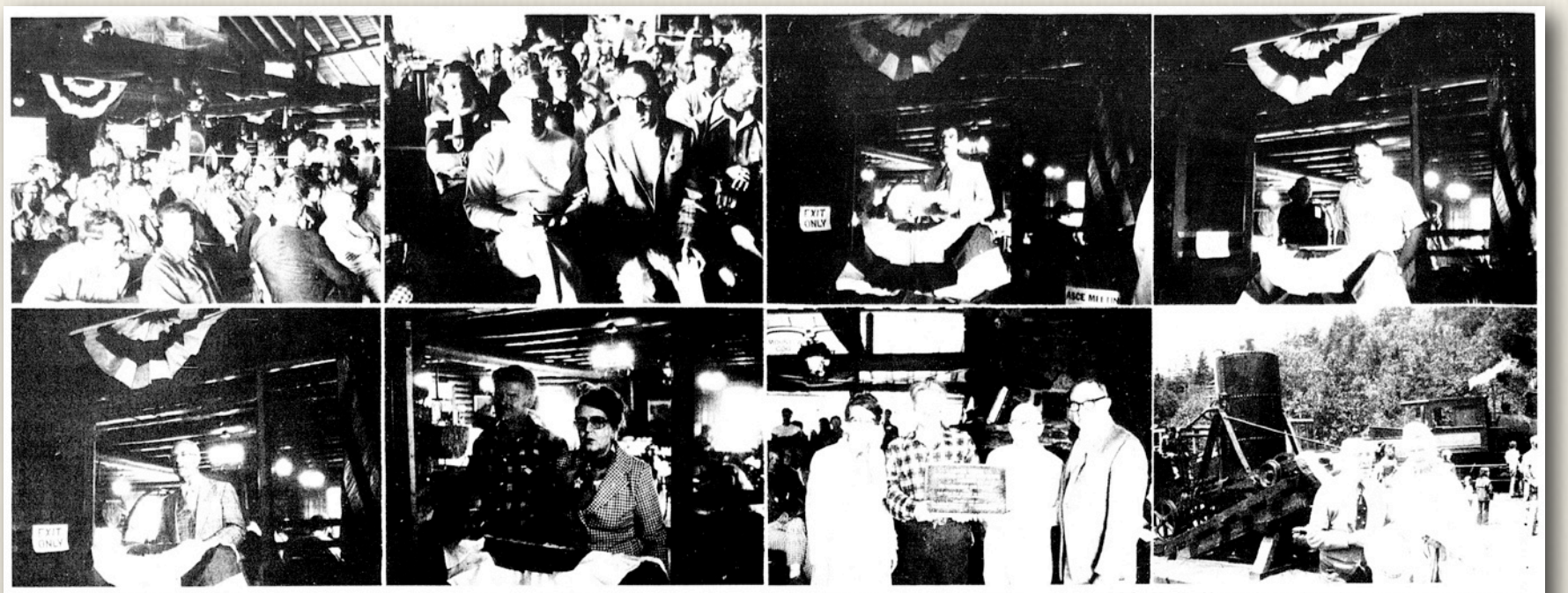
Railway president Ellen Teague, GM Ed Clark with representatives of the ASCE and ASME (June 1976)
- Teague Family Collection

ety of Civil Engineers are bridges, canals, buildings, and other civil engineering projects throughout the country.



MRS. ELLEN TEAGUE, PRESIDENT AND TREASURER of the Mt. Washington Cog Railway Co., and Edward Clark of Lincoln, general manager, are seen with the plaque presented during ceremonies dedicating the Mt. Washington Cog Railway as a National Historic Mechanical and Civil Engineering Landmark. The plaque will be affixed to the boulder seen at rear which already bears a memorial bronze plaque presented by employes of Mrs. Teague's late husband, Col. Arthur S. Teague. (Courier Photo.)

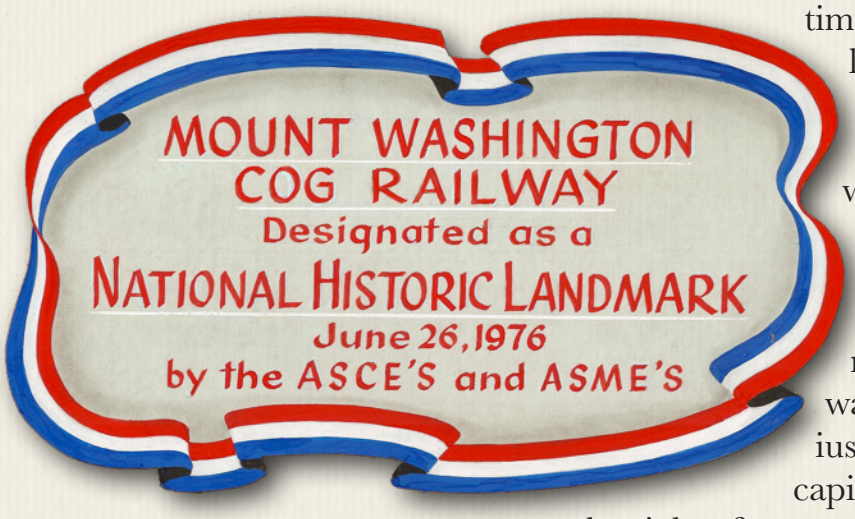
Dedication Remarks by Ellen & Ed: "At the dedication Saturday, Mrs. Ellen Teague acknowledged the recognition paid the railway by saying: "In gratefully and happily acknowledging the honor you do the world's first mountain-climbing steam cog railway, in presenting to us this bronze plaque. I tell you the object of this day will be the promotion and encouragement of the preservation of steam: to eventually establish popular lectures on the science connected with steam and a formation of models and library here at the Base of Mount Washington. In saying how grateful we are to you ASME and ASCE's for this award, I want to say also that we expect and hope that this link has now been welded will be a useful one." At a dinner meeting of the American Society of Civil Engineers, New Hampshire chapter, Friday evening at the New England Inn at Intervale, the guest speaker was Edward M. Clark, vice president and general manager fo the Cog Railway. He was introduced by Mrs. Arthur S. Teague, president and treasurer, whose comments follow: "Tonight's guest of honor has been a part of this railway, in connection with my late husband, for over 30 years. Let me tell you a few things about Ed Clark and his family. His grandfather was a well-known doctor in Rye, N.Y., and his only son, the father of Ed came to New Hampshire to persevere on his own. He married a woman of courage and outstanding character, Florence M. Clark, (mother of Ed Clark), the first woman to reach the Summit of Mount Washington by dogsled in April of 1923. Ed's family preceded Bird's Eye frozen foods in in experimentation with ice blocks in the Arctic, at their fur trading post, testing frozen fish in ice blocks. The Clarks are outstanding, courageous, scientific people and blessed with scientific knowledge and experience. Ed served with the marines in World War II – experienced many drastic exposures – which would fill a book. According to my husband, an engineer and full colonel, fourth division on Utah Beach D Day, if it had not been for the Marines backing the 4th Division at Cherbourg, France, they could have never taken the Cherbourg airport, they never would have come through. Ed Clark happens to be one of those Marines to whom we owe this honor and respect. He has an appetite for hard work, is extremely loyal to friends and associates and is dedicated to railways and his family. His business interests are varied (ships) of which Ed has an engineer-



THESE WERE SCENES DURING A DEDICATION CEREMONY SATURDAY at the Base Station of the Mt. Washington Cog Railway when the famous mountain line was dedicated as a National Historic Mechanical and Civil Engineering Landmark. A portion of the main lobby was set aside and the interior of the building decorated with patriotic bunting. Seen left to right: top row — a view of the throng on hand; Earle C. Miller of 7 Terrace Dr., Worcester, Mass., president of the American Society of Mechanical Engineers, and Arthur J. Fox, Jr., of Engineering News Record, 1221 Avenue of the Americas, New York, N.Y., president of the American Society of Civil Engineers; William Sheehan, chairman of the History and Heritage Commitee, ASCE, New Hampshire Section, master of ceremonies; Cmr. John Clements, N.H. Dept. of Public Works & Highways, who spoke on behalf of Gov. Meldrim Thomson. Bottom row — UNH Prof. Laurance E. Webber, chairman of the History and Heritage Committee of ASME, Northern New England Section; Edward Clark, general manager, and Mrs. Ellen Teague, president and treasurer of the Mt. Washington Cog Railway Co.; Mrs. Teague and Mr. Clark pictured with Mr. Miller and Mr. Fox and the bronze plaque; on hand for Saturday's festivities were Mr. and Mrs. Clifford M. Larson of Kennebunk, Me., and Ormond Beach, Fla., pictured here in front of Old Peppersass — Mr. Larson has been a member of ASME for over 50 years, retiring 20 years ago from a career as chief consulting engineer of the Sinclair Oil Co., now Atlantic Richfield Co. (Courier Photos.)

- Littleton Courier - Wed, Jun 30, 1976 pg. 1 & 8B

ing degree, well earned. Construction work – unique in itself – of which New Hampshire can be proud of its son. His many outside businesses and civic interests take a good part of Ed's time. His long-time devotion to the North Country of New Hampshire has led us all to respect and honor this man, who is now serving as vice president and general manager of the Cog Railway." In his remarks, Mr. Clark referred to the Cog Railway as "the last of the dinosaurs." "This unique mountain railroad has not changed since the 1890's and today it is an operating museum." He recalled that the original *Peppersass* engine had tallow cups where sheep's tallow from nearby farms was used as a lubricant. "The Cog Railway was truly a New Hampshire venture – representing the genius of a New Hampshire inventor, built with New Hampshire capitalization, constructed with timbers cut from trees along the right of way – and even lubricated with New Hampshire sheep's tallow," he continued. He noted that the engines use a ton of coal per trip at a cost of $70 per ton, and stated that the construction was photographically well documented by the stereopticon views of the former Kilburn Brothers enterprise in Littleton, which, at one time was the largest of its kind in the world. "When President U.S. Granted visited here in the 1860's he sent a telegram from the Summit, worded somewhat to this effect, 'I send this message from the highest station in the nation to the highest office – greetings from the Summit of Mt. Washington."



- Littleton Courier – Wed, Jun 30, 1976 pg. 6A

July 21st

Summit Worker Photo Resurfaces 45 Years Later: Weekly on Wednesday column by Peg Colby: "From Caledonia County (Vt.) an unusual coincidence came to light. Mrs. Dorothy Morrison, who happens to be the Courier correspondent and is Postmaster in Waterford, came to call. She had some snapshots she got from her once college roommate (in Massachusetts) who just happened to have worked on the Summit of Mt. Washington when I did! *(1930-31)* Was I surprised to see pictures of myself that I never knew existed, and wouldn't have, except for this column." When Jitney Jr discovered this paragraph in November 2019, the hunt was on for the name of the college roommate. Postmistress Dorothy Pease Morrison died at the age of 92 on August 4, 2003. However, a phone call to the Davies Memorial Library that she and her husband took care of put Jitney Jr. in touch with her son, David. David says he suspects the college roommate might be Nellie Folsom (Foster) who lived with Dorothy at American International College in Springfield, Massachusetts. He says if he could see the photo he would be able to recognize Nellie if she were standing with Peg Colby on the Summit. However, Dorothy Morrison had two other roommates at AIC – Clara Whitney in her first year and Alma Tibbits in her senior year. The whereabouts of the photo remains a mystery.



- Littleton Courier - Wed, Jul 21, 1976 pg. 8B

- Littleton Courier – Wed, Jul 21, 1976

July 26th

Postcards to San Jose: Columnist Dick Barret tells readers: "A couple of big post cars from Granny Lowe show that she has been visiting her old stomping ground in New England. She was visiting a couple of longtime dear friends, one 87, she reports from Concord, N.H. ""Lovely up here in this historic locale," she says. "No buses, no rush or hassle. Engjoyed tall ships in Boston, Queen and consort, and now the conventions. Oh boy!" Granny had also taken teh Mt. Washington Cog Railway trip and reported "lots of fun and awe." "How's everything in San Josey and the gulls?" she inquires. I'm going down to Marblehead this week to converse with a few of their cousins." Granny is 78."

- San Jose (CA) News - Mon, Jul 26, 1976 pg. 39



- Littleton Courier - Wed, Aug 18, 1976 pg. 4A

September 6th

Globe Article Noted: Mountain Musing: The *Boston Sunday Globe* last week *(9/2)* had a very nice feature article on "White Mountains – Attractions That Lure" which began with the paragraph: "Attracted to the White Mountains by their natural beauty, many tourists soon spend their time riding on, crawling through, and watching man-made attractions." As is well-known, the Mt. Washington Cog Railway and Carriage Road continue to be among the most popular tourist focal points and the foliage season makes them even more appealing. The *Globe* article included a picture of a man and a bear in a friendly pose – the man is Murray Clark, who performs with bruin Jasper at Clark's Trading Post, Lincoln, thoroughly enjoying a profession for which there is no clamoring for applicants." *- Littleton Courier – Wed, Sep 15, 1976 pg. 4*

October 15th

Ed Clark ends tenure as General Manager.

- I Conquered My Mountain by Ellen Crawford Teague

October 27th

Cog Closes: New Management Named: The Mount Washington Cog Railway recently closed for the Winter, after another successful season. About as many passengers were carried as in the 1975 season, even though there were shortages of equipment. The tradition of more than a century of steam power was maintained here in the North Country. Railway people who greeted visitors report that most of the states were represented, and also many foreign countries. Of course, Canadians were present daily. Many personal friends and relatives of the railway staff were included in the crowd. Early last June the popular TV show TODAY sent a crew to record the life and times of the Cog Railway. They spent a day making movies of all facets of the railway operation and personnel, from the shops to the top of The Mountain. The weather was perfect. Several chance visitors increased the number of warm bodies available to make the story plausible. The portion of the show as aired was a good representation of the Cog Railway and the mountain scenery for the large nationwide audience. After more than three years as general manager of the Cog Railway, Edward M. Clark of Lincoln retired on Oct. 15. During his tenure he maintained the tradition of steam operation. He will be remembered for building a "speeder" for expeditious carrying of track personnel. The small internal combustion motor car also serves for emergencies, such as grass fires in dry weather. Mrs. Arthur S. Teague, chairman of the board and president, has appointed her son, Charles Arthur Teague, as manager, and Lt. Col. Alexander Hamilton of Kennebunkport, Me., as executive vice president. Mr. Teague will handle the mechanical details, and Col. Hamilton the general administration of the Cog Railway. Col. Hamilton has long been familiar with railroading. He learned about operations from old timers on the Berkshire line of the former New Haven Railroad, and train service on the Canadian Pacific. He headed the Seashore Trolley Museum in Maine for its first 20 years and helped to found other museums. He followed Lionel Rodgers, a former general manager of the Cog Railway, as national president of the Railway Enthusiasts. He has been a national officer of the National Railway Historical Society for many years, and is a well-known leader in the field of railway preservation. His other memberships and activities are numerous and varied. The 1977 season of the Cog Railway will begin on June

25, but weekend rides will be offered from late in May as weather conditions permit."

- Littleton Courier – Wed, Oct 27, 1976 pg. 8A / See Appendix Sec. 34 - Charles in Charge

Charles Teague Named Manager: "Charles A. Teague, son of the late Col. Arthur S. Teague, has been named manager of the Mt. Washington Cog Railway, one of the state's major summer tourist attractions and businesses. They announcement of her son's appointment was made by Mrs. Arthur S. Teague of Philadelphia and Mt. Washington. Mrs. Teague has headed the corporation since her husband's death in 1967. It was also announced that Edward M. Clark, general manager of the railway for teh past three years, has retired. Lt. Col. Alexander Hamilton of Kennebunkport, Me., has been named executive vice president. He and Teague will share operation responsibilities. Charles Teague has an associate in science degree from the N.H. Vocational Technical College in Manchester. He has worked at the railway for several years in the various departments and has been trained in the technical and safety aspects of the operation. He is also a qualified locomotive engineer. The Cog Railway will begin its 108th season next summer." *(Ed note: The New Hampshire Public Utilities did not agree to Charlie Teague as general manager in 1977. George Burdick was hired for the job. See Vol. 4 Appendix - Charles in Charge.)* *- NH Sunday News - Sun, Nov 29, 1976 pg. 65*

November 17th

Expect Summit Architect Soon: "A committee to select an architect to continue work on plans for the construction of the new Summit building on Mount Washington is expected to be named momentarily and tom complete its work shortly, the Courier learned this week. The contract with a Manchester architectural firm terminated with completion of the preliminary plans over two years ago. Earlier, participation by the Bureau of Outdoor Recreation, Department of the Interior, was affected by regulations that structures had to be concerned with saving life and reducing public hazards. Time passed, and the BOR came to agree that Mount Washington was a special project. It recognized that the adverse weather conditions of snow, wind and ice and the purposes to which the building would be put in serving the public qualified it for support. Thus, the decision was made to go ahead with architectural plans. Sherman Adams of Lincoln, chairman of the Mount Washington Commission, was asked to recommend two members of the Commission to work on the architect selection committee, along with others to be named by Cmr. John Clements of the N.H. Dept. of Public Works and Highways and Cmr. George Gilman of DRED. Something over $100,000 was approved for the architectural work at the last Special Session of the State Legislature. It is expected that the original estimate of $3 million for the construction program at the Summit as approved by the Governor and Council (the money to come from Federal, State and private funds) may be adequate, as safeguards again inflation and other cost-boosting factors were considered in the original estimate. Chairman Adams said this week that work should be able to get underway by May 1978 and that it is estimated it will require three years to carry out the project in its unique alpine setting. It was in Apr. 1971 that the commission headed by former Gov. Adams made its report to the Governor and Council, president of the Senate and Speaker of the House of Representatives. This commission was the fourth named for the Mt. Washington study and its report completed over a 1½ year period was titled "Mount Washington – A Ten Year Master Plan."

- Littleton Courier – Wed, Nov 17, 1976 pg. 1 & 4

December 30th

Progress on Architect Selection: "A committee to select an architect to complete work on plans for construction of a new Summit building on Mt. Washington convened last Wednesday (12/30), and has informed the N.H. Dept. of Public Works & Highways that the firm of Dudley, Walsh and Moyer of Concord had been selected for further consultation relative to negotiating a contract for the project. It is expected that an agreement with this firm or one of two others considered most Qualified, will be ready to forward to the Governor and Council in two to three weeks, Cmr. John Clements of the N.H. PW&H told *The Courier* this week. The five-man committee set up to screen architectural firms included two members named by the Mt. Washington Commission (of which Sherman Adams of Lincoln is chairman), two members from the PW&H Dept., and one member from the N.H. Parks Dept. Named chairman was John Oudens of the PW&H Dept. The committee screened 17 firms down to five who were invited to make presentations last Wednesday. These include Guy K.C. Wilson of Concord, Isaak & Isaak of Manchester, Fleck & Lewis of Hanover, Dudley, Walsh and Moyer of Concord, and Banwell, White and Arnold of Hanover. Following a difficult choice due to the high caliber of all under consideration, the three selected as appearing most qualified were Dudley, Walsh and Moyer, Isaak & Isaak, and Guy K.C. Wilson. Letters pertaining to the screening committee's action were sent out Monday to

all five the firms screened from the original 17, and to involved department chairman. The last Special Session of the State Legislature approved something over $100,000 for the architectural work. It is expected that the original estimate of $3 million for the construction program at the Summit as approved by the Governor and Council (the money to come from Federal, State and private funds) may be adequate, as safeguards against inflation and other cost-boosting factors were considered in the original estimate. Chairman Adams said that work should be able to get underway by May 1978 and that it is estimated it will require three years to carry out the project in its unique alpine setting."

- Littleton Courier – Wed, Jan 5, 1977 pg. 1

Cog *Railroad ridership estimate:* Mt. Washington Use Figures collected for the Mt. Washington Commission indicate 39,200 people rode the trains during the 1976 season.



Ed Clark's Spirit of '76 diesel, No. 1 Mt. Washington & the "Chuckmobile" in front of the shop (1977)
- Eric Cunningham photo / Mark Shallin Collection



Mark Shallin: "A view from my window in the Drone Hive at the end of the day after all the excitement is over." (1977)
- Mark Shallin Collection

1977

April 16th

Gulf Tank Medivac: "A National Guard helicopter dispatched from Concord ferried out a 28-year old skier from Montreal, P.Q., after he had slid 300 feet down Great Gulf on Mt. Washington into a pile of rocks. It was first believed he was seriously injured but it was later determined that he was suffering from contusions and abrasions and was being held at the Berlin Hospital for observation. The accident occurred Saturday *(4/16)* about 12:30 p.m. The helicopter picked up the injured man on the Cog Railway where he had been carried up out of Great Gulf."

- Littleton Courier – Wed, Apr 20, 1977 pg. 1

April 21st

Pumping Water: "Council Member Ray Burton reports: "With 100 items on our agenda, the Executive Council went into session on Apr. 21, dealt with each one of the items and adjourned shortly before 3 p.m. The Governor and Council approved… a contract with the Mt. Washington Railway Co. providing some 500,000 gallons of water for the State-owned facilities at the top of Mt. Washington. Over 225,000 people visit the top of Mt. Washington each year."

- Littleton Courier – Wed, Apr 27, 1977 pg. 2B

May

George Burdick is hired as ***General Manager***

- I Conquered My Mountain by Ellen Crawford Teague

June 4th

Season Opens: "Mountain Musing: The Mt. Washington Cog Railway opened a week ago Saturday *(6/4)*, and a week ago Sunday seven trains were required for the brisk early-season patronage."

- Littleton Courier – Wed, Jun 8, 1977 pg 4



June 25th

"Demon drunk" Designed Railway: "It's a living caricature of a railroad. The locomotive, its boiler sloping forward as if about to slide forward and fall off, looks like something designed by a drunk. The pistons work like demons - so fast they are just a blur. Yet the train travels so slowly that you could leave it behind by getting out and walking. But if you just sit back and let it transport you to the summit of Mount Washington at an elevation of 6,293 feet, you will get some of the best views in New Hampshire. The Mount Washington Cog Railroad was one of the first mountain climbing railways to be built anywhere in the world. It has been operating, except for wartime interruptions, for more than a century. The railway is still being operated substantially the way it was in the last century but only with the "new" locomotives. They were introduced about 1878! Although the equipment is substantially the same in design as that used during the last century, advantage has been taken of new materials to improve safety factors. The time-table is a sometime thing. When several trains are ready they set off, one behind the other, for the summit, Part way up, a section of double track has been laid where ascending trains can wait until similar convoys making the descent have passed on their way back to the base station. What you see from the summit depends on the weather. You may be able to see no more than a few feet into dense mists, or you may get a panoramic view that encompasses more than 10,000 square miles of wooded hills and mountains On the ascent, the brakeman on the coach has little to do However on the downward trip, which has to be made much more carefully, he has to operate the handbrake on the coach to prevent all the weight being thrown onto the locomotive's brakes. If he applies the brake a little too hard the locomotive is apt to chug on downward and a gap may appear between it and the coach. The brakeman then has to release the brake slightly to allow the coach to catch up with the locomotive. If the gap has been allowed to widen, and he releases the brake a little too fast, the coach picks up speed and bangs into the locomotive - a rather disconcerting experience for the passengers gazing down the steep length of track and imagining what would happen if the brakes gave way! They never do, but the descent is made very slowly, with little regard for the clock. When the railroad was being built, workmen laying the track had to climb the mountain on foot every morning but they found a good way to descend in the evening. They built small toboggans to fit on the track. A simple board provided a seat. A lever, pivoted so that it could be made to rub against the ties between the rails, was used to control the speed. Using this contrivance, the railroad became a kind of bob-sled run. One of the toboggans can still be seen in a small museum at the summit although, needless to say, the management does not nowadays encourage its employees to indulge in that exhilarating but somewhat hazardous sport."

- Montreal Gazette - Sat Jun 25, 1977 pg. 25



Mark Shallin: "Coming up from the shop. Looks like Arthur Poltrack checking the boiler behind me..." (1977)
- Shallin Family Collection



- Littleton Courier - Wed, Jun 29, 1977 pg. 7B

July 16th

Sugar Hill Museum: "It was just a year ago, during the gala Bicentennial Celebration, that the Sugar Hill Historical Museum was



- Littleton Courier - Wed, Jul 6, 1977 pg. 7A

1977

N.H.P.U.C. No. 5

Canceling all previous applicable rates, including N.H.P.U.C. No.4 of October 30, 1970, as ammended on April 3, 1975.

Schedule of rates of the Mt. Washington Railway Co. effective July 2,1977

Regular Season Rates, Independence Day thru Labor Day weekends.

Adult, Round Trip	Base Station and Summit	$14.95
Adult, One way	Base Station to Summit	$7.50
	Summit to Base Station	$7.50
	Base Sta, or Summit to intermediate points	$7.50
Adult, Round trip	Base Sta. to Shop and return	$2.00
Family Plan Round Trip		
Head of family		$14.95
Other adult family members		$11.95
Children and Students ages 6 thru 15		$5.00
Children thru age 5 when not taking seat space		no charge
Special Family Plan Round Trip, 8AM Train only		
Head of family		$14.95
Other Adult family members		$9.95
Children and students ages 6 thru 15		$4.00
Children thru age 5 when not taking seat space		no charge
Student Rate, Ages 6 thru 15 Round Trip and one way including all intermediate points Base Sta. to Summit		$7.50
Student Rate, Base Station to Shop and return		$2,00

Off Season Rates, times other than regular season

Per seat occupied, Round trip to Summit from Base Sta.	$9.95
Per seat occupied, One Way between Base Sta. and Summit and all intermediate points	$7.00
Family Plan Round Trip	
Adult family members	$9.95
Students and children ages 6 thru 15	$5.00
Children thru age 5 when not taking seat space	no charge

CHARTER Rates applicable to organized groups of 25 or more persons are on a per seat occupied basis both advanced notice and prepayment ten days in advance are required.

Per person 1977 season	$7,95
Per person 1978 season	$9.95

Intermediate point round trip rates for use due to weather conditions and track maintenence. Per seat occupied.

Waumbeck,	$4.00
Skyline	$8.00
Half Way	$5.00
Shop	$2.00

Filed by the Mt. Washington Railway Co.

By: Elinor L. Teague
Mrs. Arthur S. Teague, President

By: Geo Burdick
Mr. George Burdick, Chief Engr.

Read	Assigned	Action
	Sorty	
	Kalnski	
	Riordan	

Docket No.

N.H. PUBLIC UTILITIES COMMISSION JUN 28 1977

dedicated. It will official open for its second season this Saturday, July 16. Mitchell D. Vincent, director, said this week that the first year ended on a positive note "and we happily report security of purpose, program, and growth and healthy support from many." *Pioneers of the Hills* is the title of the exhibit which will be on view this season, highlighting the contributions of men and women in the communities surrounding



AN EXHIBIT OF SYLVESTER MARSH AND THE MT. WASHINGTON COG RAILWAY showing a model built to scale by Donald Bray of Reading, Mass.

- Littleton Courier - Wed, Jul 13, 1977 pg. 9A

Sugar Hill as well as the town itself. It will also depict the local industries of years past and their impact on the immediate area - (farm life, the ingenuity of families who survived in the Hills - will be shown). The introduction of the Cog Railway on Mt. Washington, as well as the photographic skills of the Kilburn Bros. Stereoscopic Co. in Littleton, will round out the theme. The Profile Room will feature views of Sugar Hill Village before the turn of the century. An unfortunate fire last November necessitated complete renovation of the interior of the building. However, since the exhibit was down at the time, very little was lost of damaged. Twenty-four people have donated or loaned artifacts of memorabilia for this year's exhibit. The permanent collection is presently somewhat limited to pictures, photographs, small artifacts, books and old records of town organization. Upon completion of new storage facilities, the Sugar Hill Museum will welcome larger items of historical significance."

- Littleton Courier - Wed, Jul 13, 1977 pg. 9A

August 7th

Weathervane Benefit: "The Weathervane Theatre Company has announced plans for their third annual fund-raising benefit affair, "A Mid-

Action

GEORGE E. BURDICK, R P E
CHIEF ENGINEER

Docket No.

Mount Washington Railway Company

MOUNT WASHINGTON, N. H. 03589

Tariff NHPUC #5 as ammended to July 14,1977 to be effective July 22, 1977

Adult round trip,	Base Station and Summit	$12.95
Adult one way	Base Station to Summit	7.00
Adult one way	Summit to Base Station	6.00
Adult one way or round trip,	Base to Shop	2.00
Children, round trip or one way (ages 6 thru 15)	Base Station & Summit	6.50
Children under 6 when not holding seat & with adult		Free

Charter rates applicable to organized groups of 25 or more persons are on a per seat occupied basis with both advanced notice and prepayment ten days in advance.

Per person, non-exclusive use of train	9.95

(Note that all charters booked at this time at the 7.95 rate will be honored at this rate)

Intermediate point round trip rates for use due to bad weather and track maintenence. Per seat occupied, adult or child.

Base Station to Shop	$2.00
Base Station to Waumbeck	4.00
Base Station to Half Way	6.50
Base Station to Skyline	9.00
Base Station to Gulf Tank	10.00

Special Family Plan for 8.AM train only.
Sales limited to the capacity of this car only, operating Independence Day thru Labor Day only Base Station to Summit and return.

Head of Family pays full fare	12.95
Other adult family members	9.95
Children	5.00

Amendment to NHPUC #5
By the Mount Washington Railway Co.

Jim Burdick
George Burdick, Chief Engineer



PHOTOGRAPHER WARREN BARTLETT OF THE BONNIE LEE STUDIO IN LANCASTER presents the first color enlargement poster of his picture of a Cog Railway train steaming across Jacob's Ladder trestle on Mt. Washington to Mrs. Ellen Teague, president of the unique mountain line. Measuring about 16x21", the poster has had a 1,500 press run and is exclusively on sale at the Cog Railway Gift Shop at the Base Station and can also be obtained direct from Bonnie Lee Studio. The picture was taken with a Mamiya Reflex 250 at F-8 on CPS color film by Kodak. The poster was printed by The Courier Printing Co., Inc., of Littleton on 100-lb. coated stock using a four-color offset process. The Mt. Washington Cog Railway, in its 108th season, is having a banner Summer, Mrs. Teague reports, with at least 16 to 17 trains daily, and the first triple-header operated Tuesday of last week. A popular new attraction is a mini-ride from the Base Station loading area to the maintenance shop and return for those waiting to go up the mountain or just sightseeing in the area. (Courier Photo.)

- Littleton Courier - Wed, Aug 3, 1977 pg. 10B

summer Noon's Dream," to be held Sunday, Aug. 7, at Century Hall of the Mountain View House in Whitefield. The affair will feature a brunch, and entertainment provided by the cabaret and repertory companies of the Weathervane Theatre. The guest of honor at this year's benefit will be Mrs. Arthur S. Teague, president of the Mt. Washington Cog Railroad. In past years the guests of honor have been Lucy Chase Sparks of the Chase Barn Playhouse in Whitefield and Gilbert Rhoades, formerly of the Courier Printing Co. in Littleton. All have been chosen for their involvement and service to the community. Mrs. Teague will be presented with an original graphic done by Weathervane's producer/designer Gibbs Murray."

- Littleton Courier – Wed, Jul 27, 1977 pg. 6

September 19th

Twin Mtn Property Transfer: "Selectmen's Blotter for the September 19, 1977 meeting: "Richard Tanch and Jack Sylvester from Mountain Management voiced their feelings to the selectmen in regard to the transfer of a tax deed on property in Bretton Woods to Mrs. Ellen Teague. Mr. Sylvester stated that he felt that the timing of the whole thing was in poor taste. The Town was in the midst of negotiations on the 1976 taxes. The selectmen stated that they had been advised by counsel that they were within their legal rights in the transaction."

- Littleton Courier – Wed, Sep 28, 1977 pg. 2



MRS. ELLEN TEAGUE IS SEEN ADMIRING AN ORIGINAL DRAWING BY CO-PRODUCER GIBBS MURRAY of characters from four of the 1977 Weathervane Theatre shows, presented to her at the annual Weathervane Benefit Brunch held Sunday afternoon at Century Hall, Mountain View House in Whitefield. Over 100 people attended. Mrs. Teague, president of the Mt. Washington Cog Railway, was guest of honor. Left to right: Atty. William Ingram of Whitefield, member of the Board of Directors; co-producer Tom Haas; Whitfield Cook of the Weathervane cast and chairman of the board, who made the presentation; Mr. Murray, and Alah Reihl, a co-producer. Bottom photo shows the Cabaret Company who entertained during the program. (Photos by Presby.)

- Littleton Courier - Wed, Aug 10, 1977 pg. 9

October 5th

Contractors view Summit Site: "General contractors were invited to visit the Summit of Mt. Washington this week to view the site for a proposed new Summit Building. There were guided tours at the site of the project, estimated to cost $2.8 million, which will feature a new building of approximately

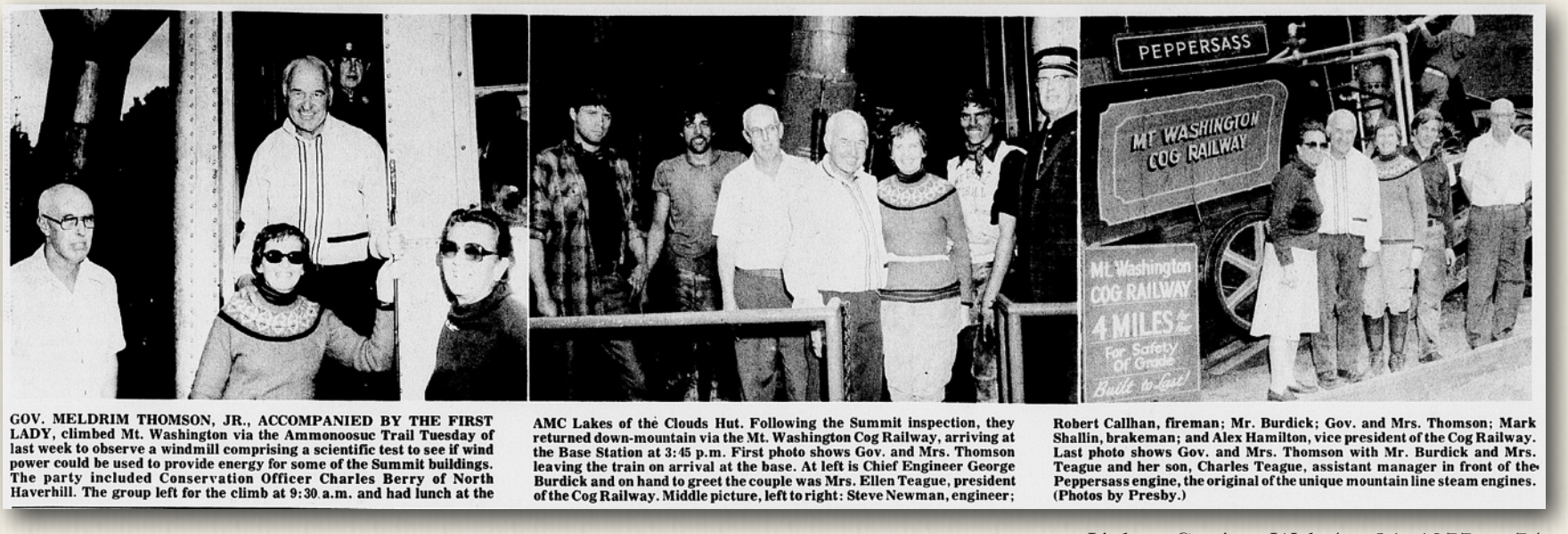


Shop complex *with transfer set to receive locomotive from first engine house bay. Seen through work car shelter at left is the "Peppersass" house moved from cabin row to provide storage. (August 1977)*
- Bruce S. Nelson photograph / NERAIL photo archive

22,000 square feet of enclosed floor space on two main levels with appurtenances consisting of an approach platform and a weather observation tower, and to include systems of utilities which permit partial use on a year-round basis. It is anticipated that bidding documents will be available this coming January, that bills will be received and an award made in March of this coming year, and an estimated two or three seasons will be required for completion of the building, the work period being essentially from mid-May to mid-October each year. Work must be carried out in such ways as to accommodate use of the Summit facilities at all times by the general public and the present using agencies. These include the Mt. Washington Observatory and Museum, Mt. Washington TV (WMTW) and Radio Station, the White Mountain National Forest as administered by the U.S. Forest Service and the Appalachian Mountain Club. A long-time goal of New Hampshire moved closer to completion with the announcement last week by Gov. Meldrim Thomson that the U.S. Economic development Administration had approved $800,000 in public works funds for completion of the new Summit Building. It was one of a series of state projects given priority by Gov. Thomson in allocation of funds in the Federal Public Works monies for state projects. Former Gov. Sherman Adams of Lincoln, chairman of the Mt. Washington Commission, has been a key figure in developing the construction plan and spearheading its acceptance by the Legislature which endorsed the commission's 10-year master plan which called for replacement of the aging Summit Building. Both Gov. Thomson and Mr. Adams now indicate that with other



Passengers load *as Col. Teague gets final lubrication before a trip (1977)*
- eBay



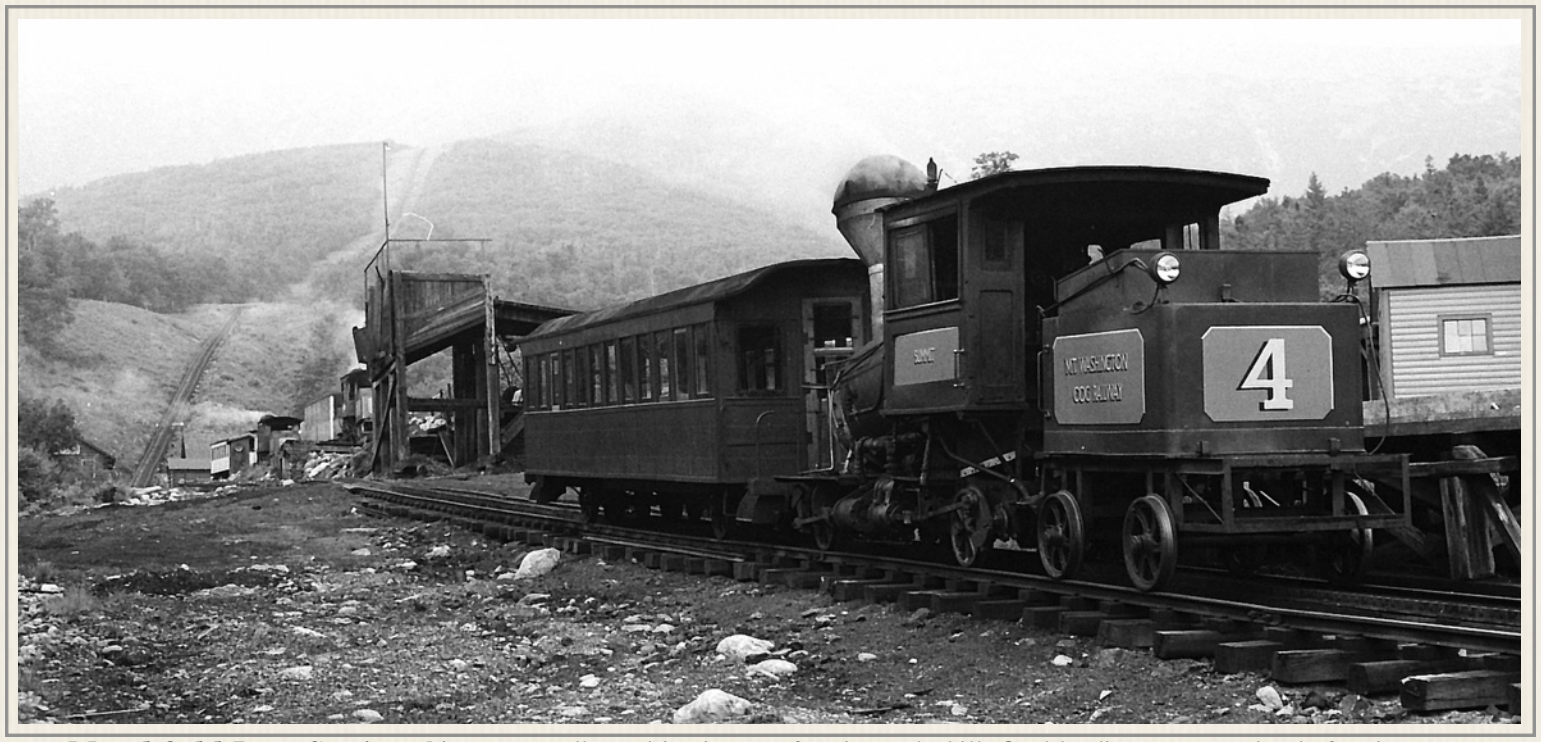
GOV. MELDRIM THOMSON, JR., ACCOMPANIED BY THE FIRST LADY, climbed Mt. Washington via the Ammonoosuc Trail Tuesday of last week to observe a windmill comprising a scientific test to see if wind power could be used to provide energy for some of the Summit buildings. The party included Conservation Officer Charles Berry of North Haverhill. The group left for the climb at 9:30 a.m. and had lunch at the AMC Lakes of the Clouds Hut. Following the Summit inspection, they returned down-mountain via the Mt. Washington Cog Railway, arriving at the Base Station at 3:45 p.m. First photo shows Gov. and Mrs. Thomson leaving the train on arrival at the base. At left is Chief Engineer George Burdick and on hand to greet the couple was Mrs. Ellen Teague, president of the Cog Railway. Middle picture, left to right: Steve Newman, engineer; Robert Callhan, fireman; Mr. Burdick; Gov. and Mrs. Thomson; Mark Shallin, brakeman; and Alex Hamilton, vice president of the Cog Railway. Last photo shows Gov. and Mrs. Thomson with Mr. Burdick and Mrs. Teague and her son, Charles Teague, assistant manager in front of the Peppersass engine, the original of the unique mountain line steam engines. (Photos by Presby.)

- Littleton Courier - Wed, Aug 31, 1977 pg. 7A

funds available, adequate funding of the non-State share seems assured and that the State's share would be substantially reduced from the amount originally sought. The latest financial boost was the $800,000 public works funds grant. Previously about $860,000 had been assured from the Bureau of Outdoor Recreation, and in view is an estimated $200,000 proceeds from a financial drive being staged by the Mt. Washington Observatory. A State bond issue will account for the balance of the $2.8 million total. Architect for the project, which will provide a fine new facility for the "Top of New England" to serve all users of the unique region, is the firm of Dudley, Walsh and Moyer of Concord." *- Littleton Courier – Wed, Oct 5, 1977 pg. 1*

October 6th

Wendell Lee's Journal: "*Courier* Mailbag – Letter from Eaton Center, NH – Oct. 6, 1977: "Dear Editor: The differences between life on Mt. Washington in the 1935-37 era, when Wendell A. Lees manned the Observatory station, and the present, are striking. Excerpts from a personal journal written by Lees, a weather observer and radio operator on Mt. Washington from 1934 to 1937, were read at the recent funeral services for the author. In those days, there were not State personnel of any kind stationed on the summit at any time. The hotel was privately owned (by Henry N. Teague) and its employees had to retreat downhill by train at the onset of below-freezing weather. Nor was there any radio or television broadcasting from the top in those days. The Observatory, which occupied the old Stage Office, was the sole winter-time organization on the Summit. When the Observatory finally obtained its own building, constructed by the Cog Railroad, it received a fine, strong structure with no basement floor, no partitions, and no insulation – in fact, with a bare interior. Wendell Lees, as the chief observer, planned the layout and began construction of the interior before leaving the mountain to



Marshfield Base Station: *No 4 on standby waiting its turn for trip up the hill. Coal loading "tower" ahead of train. (July 1977)*
Photographed by Bruce Nelson, / NE rail.org



AMONG THE PASSENGERS TAKING ADVANTAGE OF THE COLUMBUS DAY HOLIDAY to ride the Cog Railway were Don Adams, Illinois State Republican chairman; George Withrow, pilot for the Illinois governor and party; John Wessels, press secretary for Gov. Godwin of Virginia, and Kenneth Rowe, assistant director of the Division of Aeronautics of the Commonwealth of Virginia, who flew that state's governor and party to Whitefield. Both pilots were high in praise of the Whitefield Regional Airport where they landed just after the heavy winds and storm on Sunday. The Republican governors of the nation were meeting at the Mount Washington Hotel this week. In photo, only governor to take the trip up the Cog Railway was Gov. Richard Snelling of Vermont seen here with Mrs. Helen Milliken, wife of the governor of Michigan (left) and Mrs. Snelling. A number of other aides and members of the official guest list also went up the mountain. (Photo by Merrill.)

- Littleton Courier - Wed, Oct 12, 1977 pg. 1A

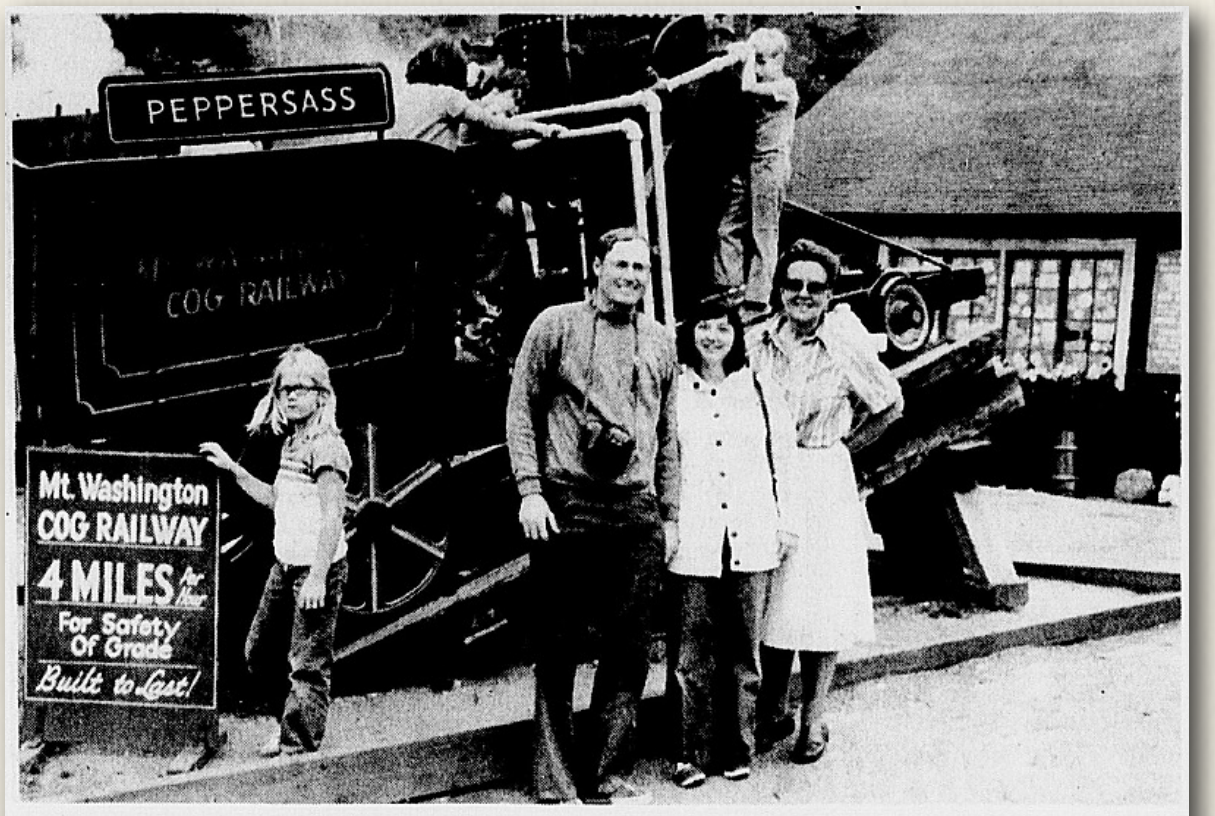
live in the valley. Now, just 40 years later, the building that Lees helped plan has become inadequate, and must be replaced by a larger, modern structure that will be shared with other agencies. In his lifetime, Lees saw the elimination of Camden Cottage, a winter refuge provided by the Railroad, and the razing of the Stage office that was the Winter Observatory for five years. The Mount Washington Observatory is now actively engaged in the conduct of an effort known as the "New Observatory Building Fund." - Mr. McKenzie"

- Littleton Courier – Wed, Oct 12, 1977 pg. 6A

November 2nd

Green Light: "The Governor and Council have given the green light for the Mt. Washington Commission to accept $800,000 in federal funds to trigger $3 million worth of new facilities at the summit of Mt. Washington The 1974 Legislature authorized capital improvements in the $3 million, directing the commission to solicit not less than $1 million in gifts and grants to reduce the amount of state funds to be used in the project which it is estimated will cost $2.8 million. The above architect's sketch shows how the new facilities would look, a building of approximately 22,000 square feet of enclosed floor space on two main levels. It is anticipated that bidding documents will be available this coming January, and an award made in March, with an estimated two or three seasons required for completion of the building." *- Littleton Courier – Wed, Nov 2, 1977 pg. 1*

Haverhill Solon Not a Fan: "Rep. Paul LaMott (R-Haverhill), has criticized the governor's decision to accept an $800,000 federal grant for a new Summit building at Mr. Washington. Called the action taken at a recent Governor and Council meeting a "Ludicrous move," LaMott said, "This is just one further sign which would indicate that the governor is out of touch with reality and the true needs of the people of this state. By accepting these federal funds," said La Mott, "the governor is committing the State to spend a half million dollars every year for 20 years to pay the interest on the bond and maintenance costs of the building. I was shocked to learn that the governor would have the audacity to commit this state



A HONEYMOON COUPLE FROM MEDFORD, N.J., MR. AND MRS. STEPHEN JONES, are pictured with Mrs. Ellen Teague, president of the Mt. Washington Cog Railway, after they had enjoyed a ride to the Summit and return. They are shown in front of the original engine, Peppersass, which is the object of curious youngsters. Mr. and Mrs. Jones missed the last train on their original visit to the Base Station Aug. 4 and returned the following day to board the first train up and complete their honeymoon plans which included a Cog Railway ride. (Photo by Presby.)

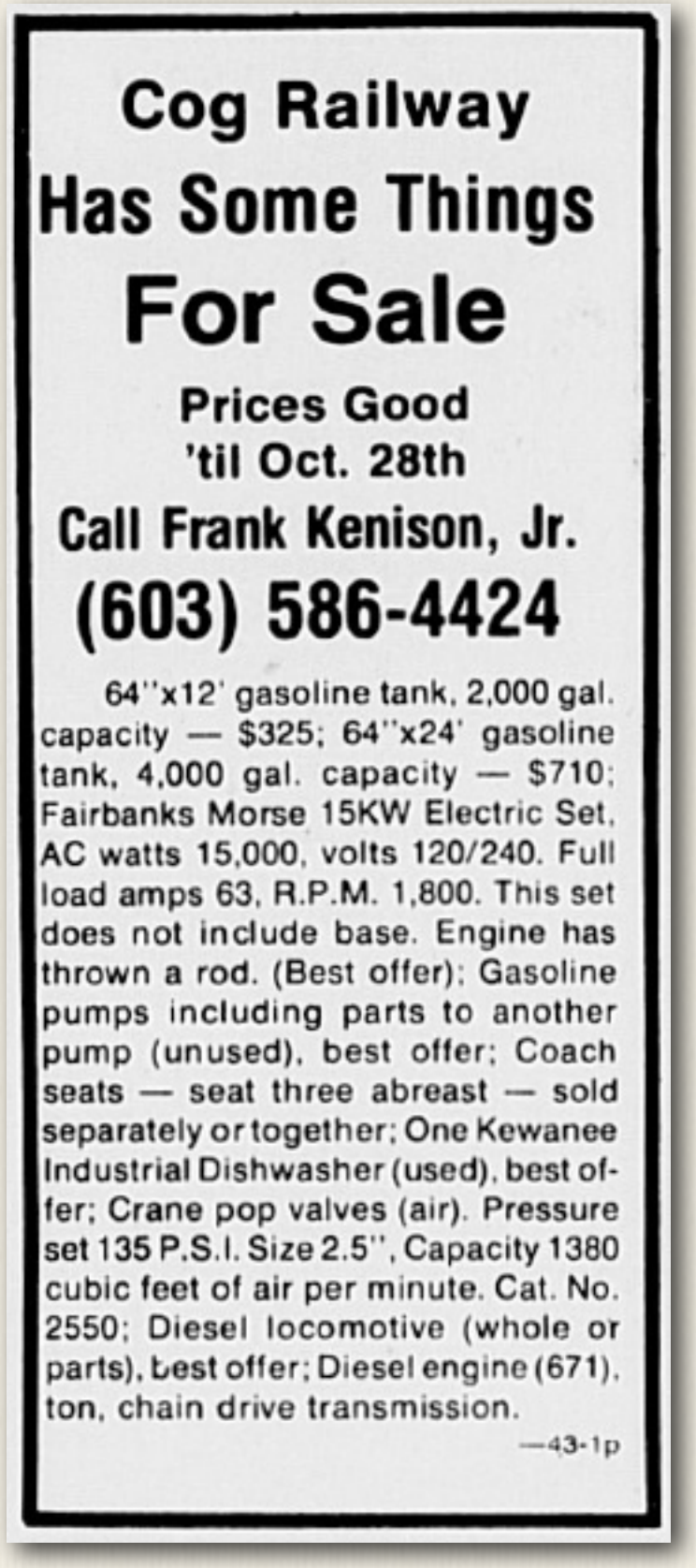
- Littleton Courier - Wed, Aug 10, 1977 pg. 5A

to spend half a million dollars from the general fund every year for 20 years when that same money would be better spent on human services and needs. It amazes me that the governor, who insisted on keeping the general fund so low and who, known full well how strongly the House fought to provide for human needs during the budget crisis, could have the gall to obligate the state to pay such a large sum of money each year for a building atop Mt. Washington."

- Littleton Courier – Wed, Nov 2, 1977 pg. 4a

November 6th

Misery Hill described in Baltimore: "(T)he most thrilling way to get (to the summit of Mt. Washington) is to ride up in an open railroad car pushed by a chugging, snub-nose little locomotive that belches smoke while it snorts and puffs its way to the top," writes Ron Smith of the *Knight News Service*. "The Mount Washington Cog Railway is one of the mightiest tourist rides ever devised. Nothing at Disney World, Great Adventure or Tivoli Gardens can compare with this bouncing, slanting, teeth-jarring ride up the rugged west side of the mountain. It is only 3 miles from Base Station to the summit, but the trip takes more than an hour as the squat engines climb laboriously up the railway, their cog wheels biting deep into the tracks, clicking and clanking all the way. Beginning with your first look at the old-fashioned locomotives - their boilers seem to be tipping forward as if they had lost their supports - everything about this ride is different. With a safety device rattling in your ears (no fatality has been recorded on a regularly scheduled run, but eight persons died in a freak accident several years ago, and what are now called foolproof safety devices were built into the track), you continue your journey upward. If you go, allow three hours for the roundtrip climb. Check locally for the schedule, since weather is always a factor in whether the cog will be chugging toward the top of the place that some New Englanders call Misery Hill. Prices are $9.95 for adults, $5 for children under 12." *- Baltimore Sun - Sun, Nov 6, 1977 pg. 129*



Cog Railway Has Some Things For Sale

Prices Good 'til Oct. 28th

Call Frank Kenison, Jr.

(603) 586-4424

64"x12' gasoline tank, 2,000 gal. capacity — $325; 64"x24' gasoline tank, 4,000 gal. capacity — $710; Fairbanks Morse 15KW Electric Set, AC watts 15,000, volts 120/240. Full load amps 63, R.P.M. 1,800. This set does not include base. Engine has thrown a rod. (Best offer); Gasoline pumps including parts to another pump (unused), best offer; Coach seats — seat three abreast — sold separately or together; One Kewanee Industrial Dishwasher (used), best offer; Crane pop valves (air). Pressure set 135 P.S.I. Size 2.5", Capacity 1380 cubic feet of air per minute. Cat. No. 2550; Diesel locomotive (whole or parts), best offer; Diesel engine (671), ton, chain drive transmission.

—43-1p

- Littleton Courier - Wed, Oct 26, 1977 pg. 3B

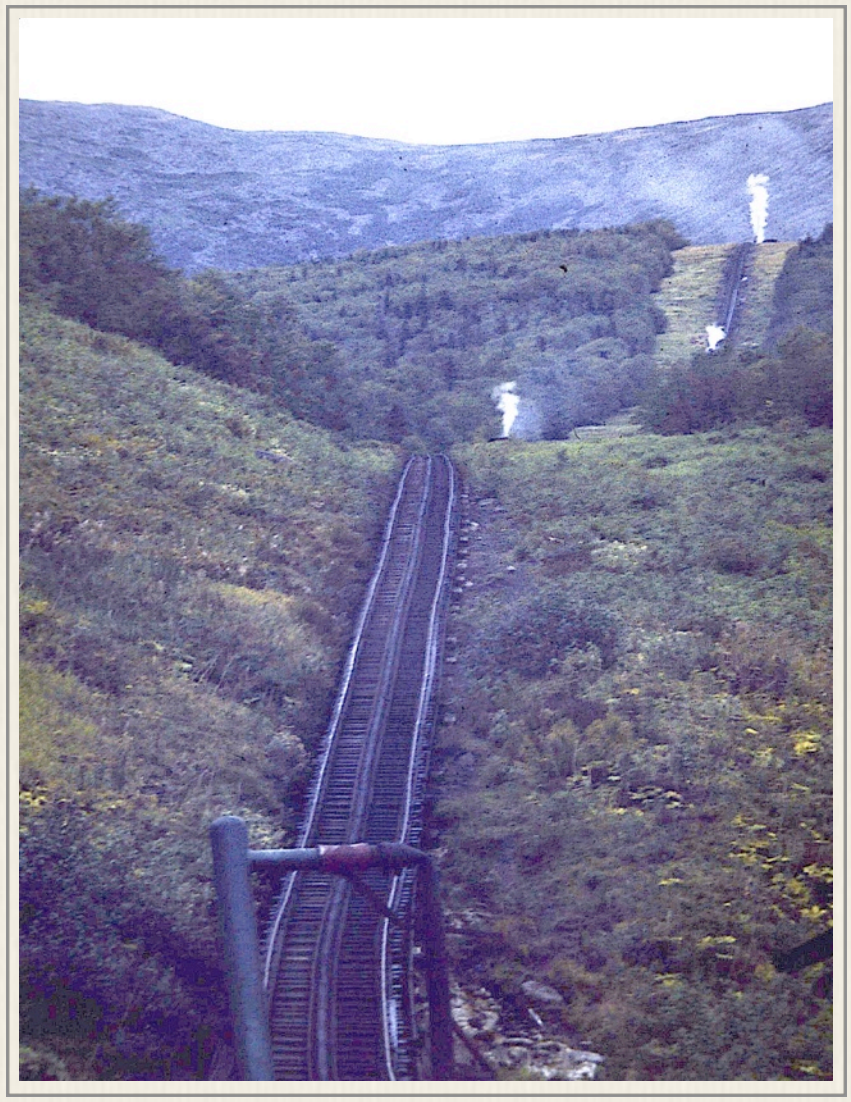
November 29th

Winter Work & Summer Plans: Railway Superintendent & Assistant Treasurer Charles Arthur Teague sends a "Cog New's Letter" [sp] to the crew: "This year the closing of the railway brought a great deal of satisfaction to the winter crew. Locomotive material plus the # 6 coach was moved to the Lancaster Winter Shop. Marshfield roof was roofed by Dwight, Mike, Chub, Clem and myself. It took one week. The dump was three quarter buried with cinders and the hikers parking lot was doubled in size. The boarding house received two new windows; one in the third floor bathroom and the other in second floor left end. Arthur Minot this winter will be machining parts for our new locomotive the #12. Chub and Mike will be building the locomotive frame and running gear, rebuilding the bottom of the #6 tender and making 3 new bonnets. The bonnets will be standard size to go on any engine. They also will be trying to finish Mr. Bates' waterwheel. Clem will be in charge of rebuilding the body of the # 6 coach, building a new running gear of the #2 coach design. In addition to this he will be building 7 shop doors and repairing all the old furniture on base. I am taking another job in New Jersey and am hoping to become a certified welder in another company.

"The spring will bring a new boiler to the railway. It will be of the #10 design but will have 229 tubes of 1 ¾" diameter. This boiler will be at the railway by May 1, 1978. The railway goals this coming year are to put

in new track from Lizzie's to the summit and bring down all old wood to the base. I am hoping the #6 coach and the new #12 locomotive will be finished by fall and the #11 locomotive sent into service at that time. By summer the old 22" Pelton wheel should be back in service and maybe even a small museum will be started in the guest house. Did you know that the new summit house is going to be started next spring and plans are to finish it by 1981? I wish you a Merry Christmas and a Happy New Year. Thank you for the work given this year. Sincerely Yours, Charlie."

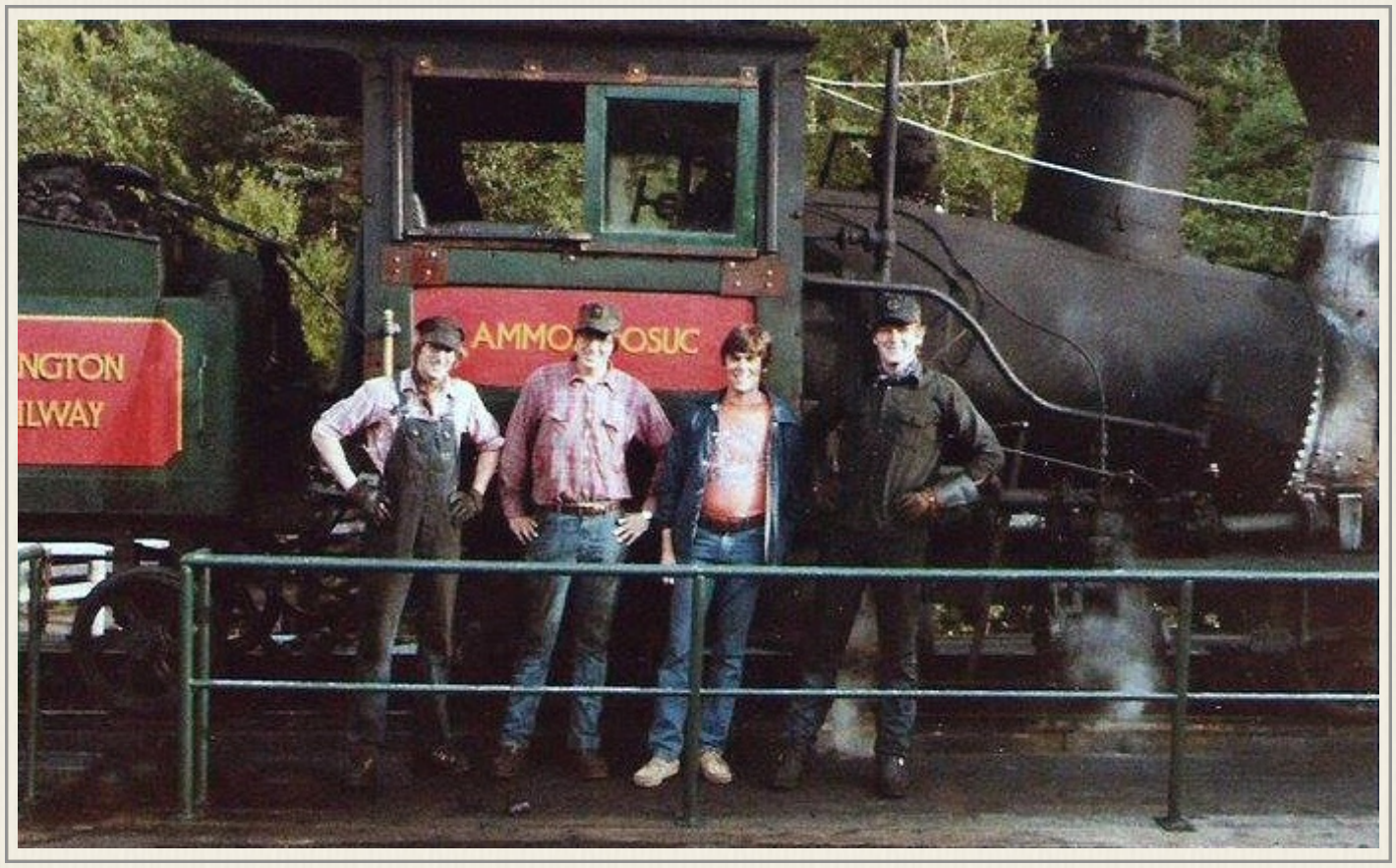
- Letter dated November 29, 1977 in the Mark Shallin Collection



Three trains on Cold Spring hill (Sept 1977)
- Robet. J. Girouard - NH Then & Now

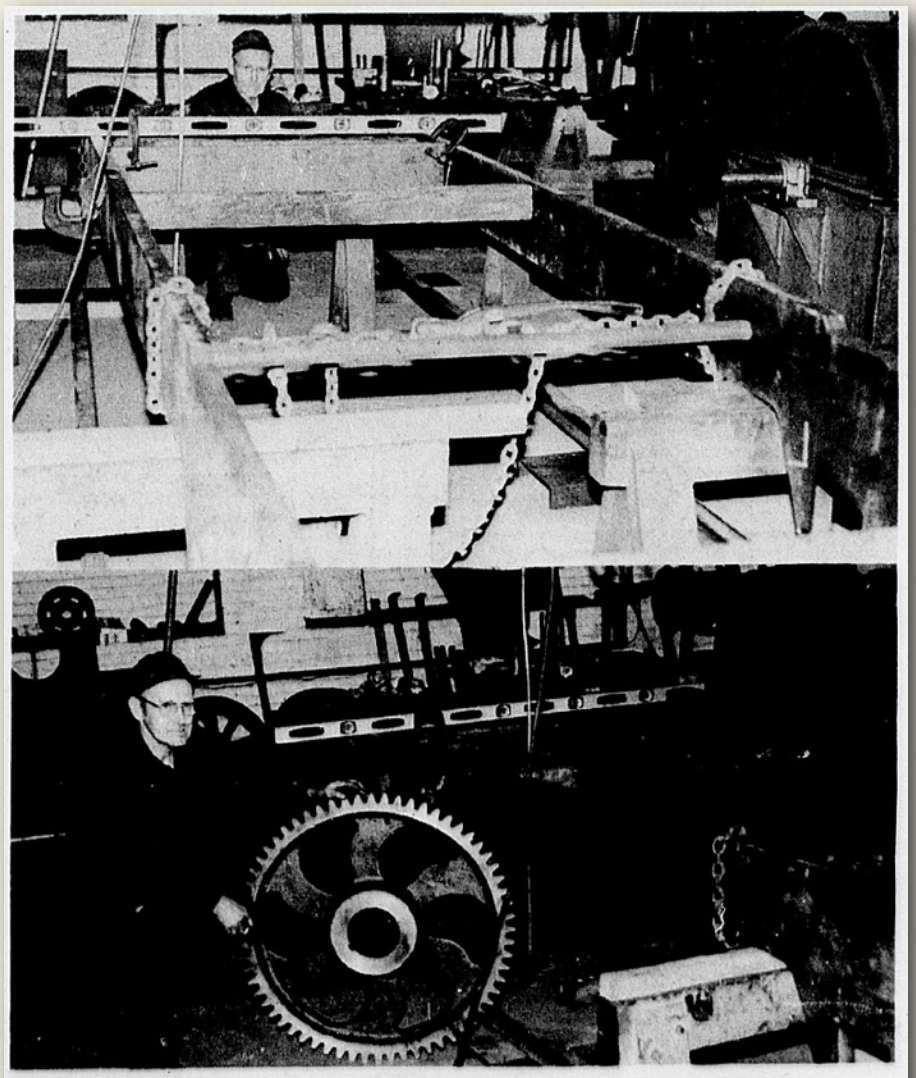
November 30th

Articles from the Past: Mountain Musing: Our Bethlehem Correspondent, Mrs. Frances Clark, recently reported that Mrs. Alice Roy of Bethlehem discovered some old newspapers while doing some repairs on her house. They included two copies of *Among the Clouds*, formerly printed twice daily on the Summit of Mt. Washington and which boasted of being the oldest Summer resort newspaper in America and the only one printed on the summit of any mountain in the world. There were also two copies of the White Mountain Echo – Aug. 1894 and Sept. 1910, listing the various social happenings at each hotel, much the same as correspondents of The Courier do today. Mrs. Clark notes there was also an article on littering along the peaceful mountain paths – "as much of a distasteful problem then as now!" *- Littleton Courier – Wed, Nov 30, 1977 pg. 4*



Little Deuce Crew: *Mark Shallin (3rd from L): "It was great working at the Cog with Arthur and Les Poltrack (1977)*
- Mark Shallin - Mount Washington Cog Railway: We Worked There

1978



FRANK KENISON, SEEN IN TOP PICTURE sighting along a level set on the 17-foot frame for the new Cog Railway engine. Bottom picture, Mr. Kenison looking at a spur gear, one of two which transmit power from the crankshaft gear to the main drive gear. (Courier Photos.)

- Littleton Courier – Wed, Jan 4, 1978 pg. 1

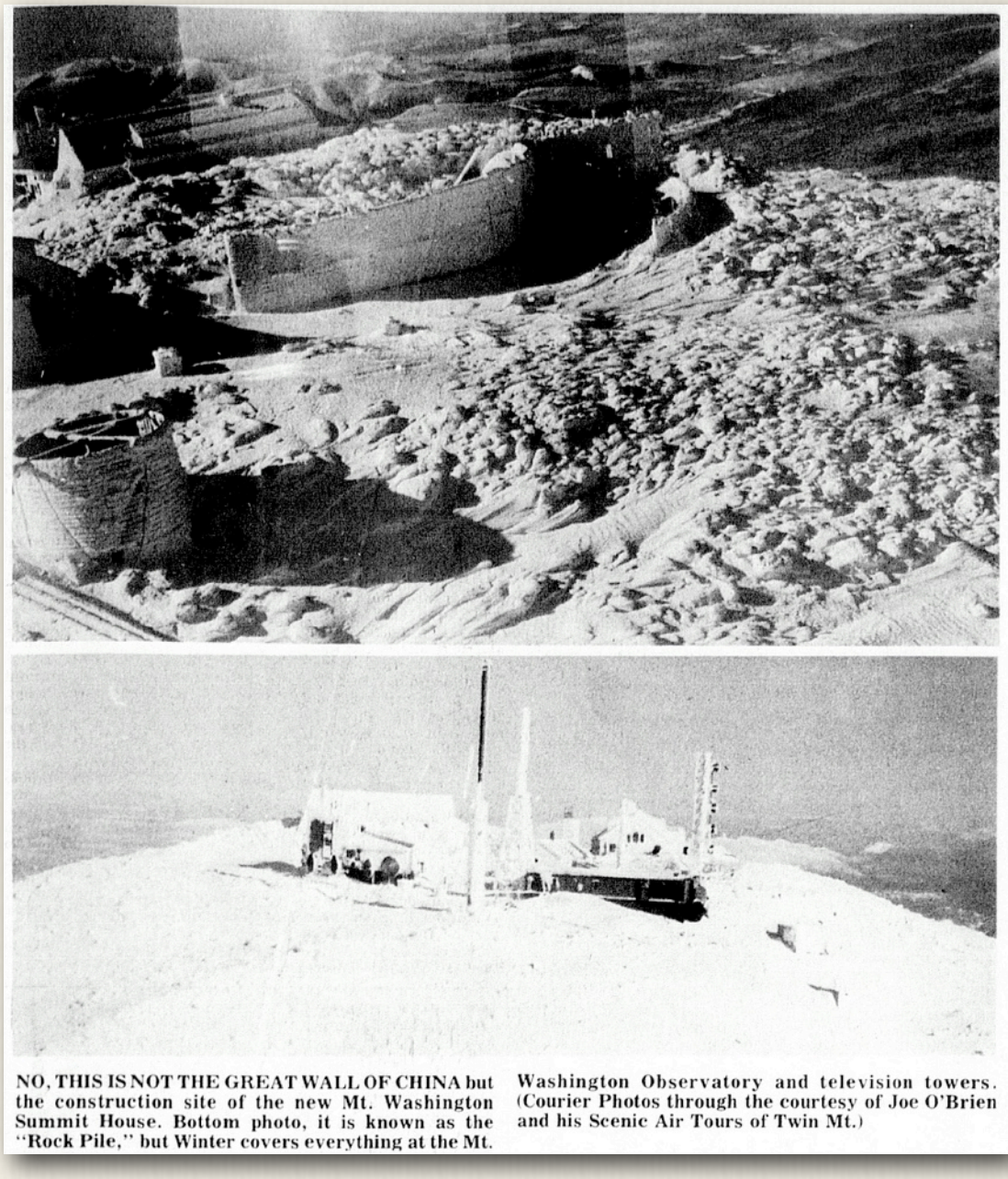
January 4th

Building Another Locomotive: "Quarters formerly part of the Thompson Machine Shop in Lancaster are the scene of work underway to build a new engine for the famous Mt. Washington Cog Railway. It will be almost identical to the No. 10 *Col. Teague* engine built in the fall of 1972. Frank "Chub" Kenison of Jefferson and Michael Kenly of Whitefield started the first of November to make this latest engine. Mr. Kenison had worked on and off for three or four years on the No. 10 unit. For eight years Kenison, a master mechanic, has been employed in the maintenance shop at the Base Station of the Cog Railway. His assistant, Mr. Kenly, is a mechanic-welder, also employed at the maintenance shop in the Summer. An order has been placed for a boiler at a cost $39,8000. "In the days when my late husband, Coll. Arthur Teague, was running the railroad, the same boiler would have cost $10,000." Observed Mrs. Ellen Teague, owner of the mountain line. It is hoped to get the running gear of this new engine together this Winter and then take the chassis to the Base Station where the boiler will be installed and piped up, and the cab installed. It is expected that an investment of at least $150,000 will have been made by the time the car is ready for service. In 1908 a firm in Manchester built Engine No. 8 at a cost of only $6,500. The new engine will have five grates instead of four for producing steam more quickly, otherwise it will be very similar to the earlier model. It was in the late 1800's that the first slant boiler was put into service. Arthur Minot of Bath, another machinist for the Cog Railway, is making some of the parts for the new engine at his home shop in Bath. It is hoped that the boiler will be arriving at the base by the first of May. When the new engine is completed it will make a total of eight, allowing for a spare. In a separate building nearby in Lancaster, Robert Clement of Whitefield, who has been employed at the Mt. Washington Cog Railway Base Station for nine years and is track foreman in charge of maintenance for the trestle timbers and other aspects of the mountain line, is at work rebuilding one of the earlier passenger cars, circa early 1900's. In intensely interesting little booklet titled, *Mt. Washington Cog Railway, Since 1866*, from *The Story of Mount Washington* by F.



THIS IS THE TENDER FOR ENGINE NO. 6 which was brought in from the Base Station to the Lancaster shop to have a new bottom and shovel plate installed. It holds a ton of coal and 600 gallons of water. (Courier Photo.)

- Littleton Courier – Wed, Jan 4, 1978 pg. 8



NO, THIS IS NOT THE GREAT WALL OF CHINA but the construction site of the new Mt. Washington Summit House. Bottom photo, it is known as the "Rock Pile," but Winter covers everything at the Mt. Washington Observatory and television towers. (Courier Photos through the courtesy of Joe O'Brien and his Scenic Air Tours of Twin Mt.)

- Littleton Courier – Wed, Feb 14, 1978 pg. 11A

Allen Burt, notes that the real promoter and builder was Sylvester Marsh who was born in 180c on a rocky hillside farm in Campton."

- Littleton Courier – Wed, Jan 4, 1978 pg. 1

March 8th

Peppersass Decanter Designed: "Mountain Musing: Leon W. "Andy" Anderson, N.H.'s Legislative Historian, is making good progress on the production of a Mt. Washington Cog Railway *Peppersass* decanter and accompanying information pamphlet for the State Liquor Commission. Scheduled for a Fourth of July debut, this decanter will be another in a series of remarkable reproductions of things historic about the Granite State which have been issued by the Liquor Commission. It will depict "*Old Peppersass*," the world's first climbing engine. We predict that this particular commemorative decanter will be in big demand by collectors and will have much value long after the spirits it contains have been exhausted."

- Littleton Courier – Wed, Mar 8, 1978 pg. 4

March 23rd

Summit Plans Approved: "Architectural plans for the proposed construction of a new combination tourist and observatory building on top of Mt. Washington were adopted by members of the Mt. Washington Commission last Thursday *(3/23)* at a meeting held in Concord. The Commission's certification of $1 million of the total construction cost could open the way for the project to be started by June 1, according to Robert Doust of the Dept. of Public Works and Highways. The plan presented by the architectural firm of Dudley, Walsh and Moyer of Concord will cost an estimated $2.9 million. The plans call for the Mt. Washington Observatory to be housed in a portion of the new facility, with the remainder, administered through the Division of Parks, to be available for tourists during the Summer season. Upon completion of the new facility, current observatory and tourist buildings will be torn down. Former Gov. Sherman Adams of Lincoln chaired the meeting and has been one of the prime movers for the project. Sen. Andrew Poulsen of Littleton, Rep. Murray Clark of Lincoln, and Doug Philbrook of Gorham were among those attending."

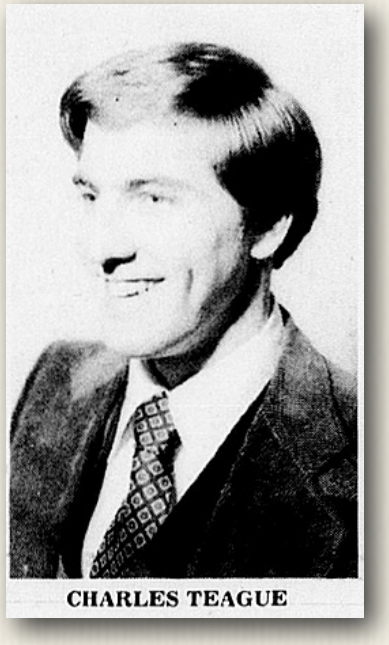
- Littleton Courier – Wed, Mar 29, 1978 pg. 8a



- Littleton Courier – Wed, Mar 24, 1978 pg. 11

May 27th

109th Season Begins: "One of the best openings on record was enjoyed by the Mt. Washington Cog Railway over Memorial Day weekend, as it launched its 109th season. A total of 344 passengers were carried on Sunday, May 28. The famous mountain ride opened the


CHARLES TEAGUE

day before. Ellen (Mrs. Arthur S.) Teague has announced her resignation as president of the Mt. Washington Cog Railway Co., effective May 15. She has become chairman of the board of Marshfield, Inc. Assuming the office of president is her son, Charles Arthur Teague, following in the footsteps of his late father, Col. Teague. Mr. Teague's life has been closely interwoven with the Cog Railway and he is familiar with all of its many operations. He holds an Associate Degree in Technology from Manchester Technical College and is superintendent of the shops. He was married in 1976 to Melissa Palmer of Bridgeton, N.J. Mrs. Teague's three daughters are vice presidents of the railroad. They include Mrs. Margaret Baker of Montgomery County, Pa., Mrs. Fanny Blaggie of Bedford, N.H., and Mrs. Anne Koop of Deerfield St., N.J. Executive vice president for the third year is Alexander Hamilton of Kennebunkport, Me., and chief engineer for the second year is George Burdick of Hudson, Mass. The Mt. Washington Cog Railway operation has a payroll of more than $5,000 weekly, employing some 80 people for the season. This is the 36th Summer that Mrs. Ellen Teague has been actively identified with the Railway. She has been a driving force in the operation since her husband, Col. Teague, died in 1967. A crew has been at work since May 1 on the track and other physical properties. All six of the unique tilted engines have been hydro-tested and given the OK. The rolling stock includes seven passenger cars, with a new one under construction. "We're all looking forward to a good season and if the opening weekend is any indication, this hope should be realized," Mrs. Teague said this week. Plans are in the works for honoring the Cog Railway with a special *Peppersass* souvenir bottle issued by the State Liquor Commission later this season. The *Peppersass* was the world's first mountain climbing locomotive, pioneering the 1869 opening of the unique Mt. Washington Cog Railway. It is an object of curiosity for all visitors to the Base Station."

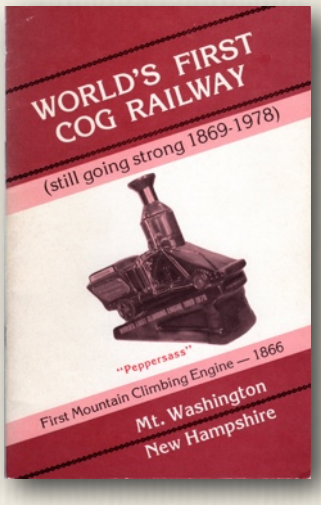
- Littleton Courier – Wed, Jun 7, 1978 pg. 7A

June 28th

Commemorative Decanter Unveiled: "Chairman Costas S. Tentas of the State Liquor Commission today announced plans for public sale of a commemorative decanter of the historic *Peppersass*, the world's first mountain-climbing locomotive, of Mt. Washington fame. He said that Gov. Meldrim Thomson, Jr., had agreed to head up a debut party for the bottle on Saturday, July 8 at the Base Station of the Mt. Washington Cog Railway where the tiny engine, of 1866 vintage, is now a tourists' shrine. The ceramic replica, handsomely colored in red, yellow, green, red and black, with gold and silver trimmings, will be on sale at the same time in the 71 State Liquor Stores. Limited to a consignment of about 5,400 bottles, each decanter will contain a fifth of Canadian whisky, Chairman Tentas explained. Details of the July 8 program in honor of famed *Peppersass* will be announced later. But the festivities scheduled for the afternoon are expected to include several retired railroad shop workers in the Concord area who helped rebuild the doughty little locomotive after it tumbled to pieces on a final climb up Mt. Washington in July of 1929. A booklet history of the *Peppersass* and its Mt. Washington Cog Railway will accompany each bottle. It was prepared by Leon W. Anderson of Concord, legislative historian, who has been in charge of producing the historic decanters, by vote of the legislature, for the past decade. Chairman Tentas explained the retail price of the new commemorative bottle represents a boost over previous decanters because of more expensive production costs due to the intricate details of the *Peppersass* replica, which is nearly nine inches wide and nine inches high. It was produced by the Old Mr. Boston Distiller Corp., and will be sold only in New Hampshire liquor outlets."


GOV. MELDRIM THOMSON, JR. (right) and Chairman Costas S. Tentas of the State Liquor Commission with the new commemorative decanter of the world-famous "Peppersass" locomotive of Mt. Washington Cog Railway fame, which goes on sale in State Liquor Stores early in July.

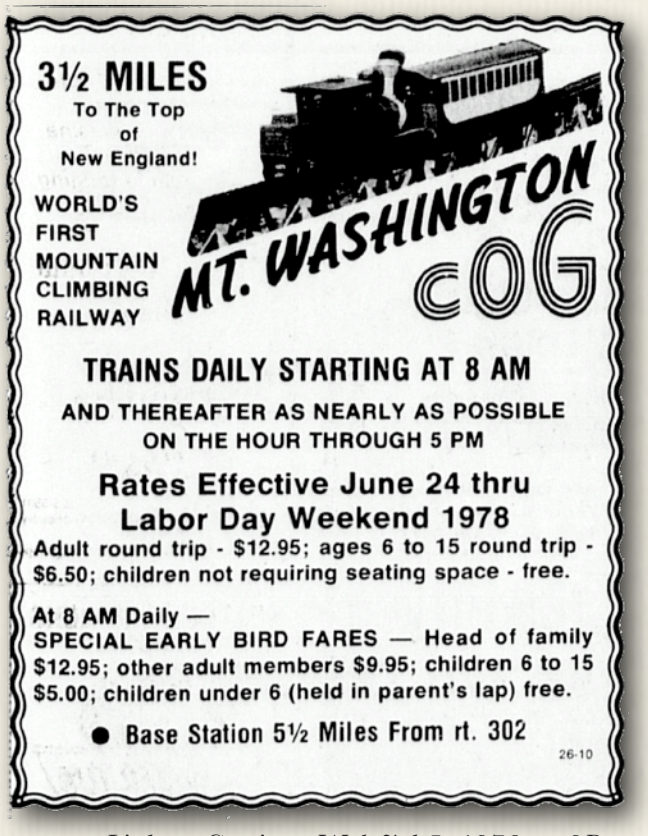
- Littleton Courier – Wed, Jun 28, 1978 pg. 1B



July 8th

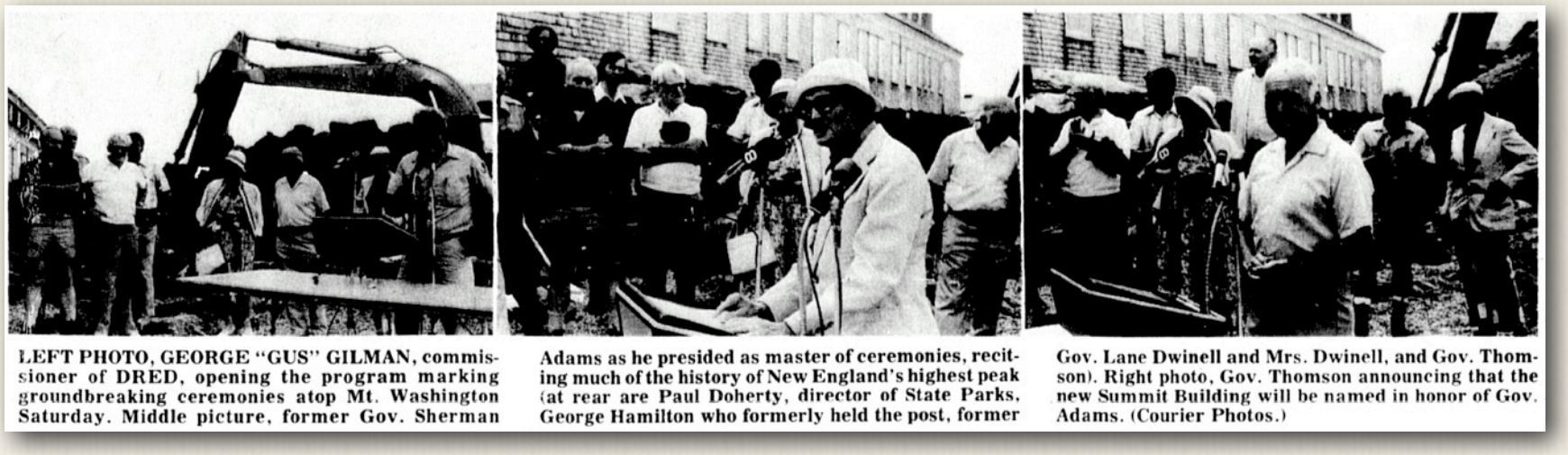
Ground-breaking held ***for new*** $3.4-million dollar ***Summit building*** to be named The Sherman Adams Building after the former New Hampshire governor. The celebration then moves down to the Base to promote the new *Peppersass* decanter for the New Hampshire Liquor Commission. The Commission commissions a pamphlet *(left)* to go along with release of the new Cog-themed liquor bottle

- I Conquered My Mountain by Ellen Crawford Teague



- Littleton Courier – Wed, Jul 5, 1978 pg. 9B

Ground Breaking & Decanter Debut Described: "Saturday *(7/8)* was an historic day on Mt. Washington when dual ceremonies were held marking two significant milestones. First, a groundbreaking ceremony officially indicated the start of work on the construction of a new $3,400,000 Summit House. Secondly, was the debut of a commemorative bottle honoring the *Peppersass*, first mountain-climbing locomotive of Mt. Washington fame. The first was held at the construction site at the "Top of New England" and the second took place in front of the famed *Peppersass* at the Base Station where it is the cynosure of all eyes. With a huge tractor-mounted power shovel in the background, the groundbreaking featured a recitation by former Gov. Sherman Adams of the long history of the effort to bring about much-needed improvements at the Summit. He recalled the various committees that had been appointed over a quarter of a century, beginning with one in 1953 known as the Housekeeping Committee to determine how conditions could be improved at the Summit. The chairmen included Arthur E. Bent, Charles F. Bowen, Randall Spalding of Whitefield and Judge Peter Woodbury. Finally, in Aug 1969, the Mt. Washington Commission was named by Gov. Peterson with Mr. Adams as chairman. Members of that commission who were present Saturday were introduced. The 10-year plan was undertaken in 1969 and has come to fruition with the actual beginning of work on the new Summit Building. A surprise announcement that the new facility would be named in honor of Sherman Adams was met with enthusiastic applause. Construction of the new two-story concrete and stone building will require about three years, work necessarily having to be suspended during the time of year when severed weather conditions will interfere. It will house the Mt. Washington Observatory, offices, museum, postoffice, a viewing area, maintenance shop, restrooms, utility and food storage, and pack room. The warmest Summer day on record atop Mt. Washington was 71 degrees. The warmest July 8 was 69. Last Saturday the mercury reached 63 at noon with a minimum of wind and excellent visibility. At the conclusion of the ceremonies, silver shovels were employed by those selected to make the first symbolic breaking of the ground. The official party was hosted throughout the day Saturday by Ellen (Mrs. Arthur S.) Teague, president of Marshfield Corp., and her son, Charles, president of Mt. Washington Cog Railway. The busy day began with brunch at the Base Station restaurant, after which all boarded the intriguing Cog Railway for the hour-and-20-minute ride 3½ miles to the Summit. Another lunch was available at the Summit House. Built by State, Federal and private funds, the new Summit Building is meant to be a showpiece of the Mt. Washington State Park which came into existence when the State acquired 52 mountaintop acres



LEFT PHOTO, GEORGE "GUS" GILMAN, commissioner of DRED, opening the program marking groundbreaking ceremonies atop Mt. Washington Saturday. Middle picture, former Gov. Sherman Adams as he presided as master of ceremonies, reciting much of the history of New England's highest peak (at rear are Paul Doherty, director of State Parks, George Hamilton who formerly held the post, former Gov. Lane Dwinell and Mrs. Dwinell, and Gov. Thomson). Right photo, Gov. Thomson announcing that the new Summit Building will be named in honor of Gov. Adams. (Courier Photos.)

from Dartmouth College in 1964. State Parks Director Doherty said that the new two-story building will be of concrete and stone so as to withstand fierce windstorms which sweep the mountain from time of time. The building will be 60 feet wide and 240 feet long, about 25 feet above ground level on its curved front side and on ground level in the rear. The present Summit Building, built soon after the turn of the century *(1915)* to replace the original structure that had been destroyed by fire *(1908)*, will continue in use until the new building is up and then it will be razed. After the group returned to the Base Station, Mrs. Teague served wine and a special celebration cake made by a member of the kitchen staff and cut by Gov. and Mrs. Thomson. In charge of the dedication of the commemorative decanter of the historic *Peppersass* was Leon Anderson of Concord, Legislative Historian and well-known retired newspaperman. Participating in the "debut" ceremonies for the *Peppersass* bottle, which went on sale the same day in the state's 71 liquor stores, were Augustine Flanagan, 79, and William Menzies, 89 of Concord, and Albert Drescher, 68, of Contoocook, all of whom worked on rebuilding the *Peppersass* following its disastrous plunge off the Cog Railway in 1929 during a special anniversary program. Other guests included two sons and a daughter of the late Edward "Jack" Frost of Concord, the *Pep-*



PICTURED IN FRONT OF OLD PEPPERSASS, on hand for the dedication of the Peppersass decanter in honor of the first mountain-climbing engine, are members of the crew with President Charles Teague (right), kneeling, and standing: Leon Anderson, Legislative Historian in charge of producing an historic booklet for the occasion; Costas Tentas, chairman of the N.H. State Liquor Commission; Mrs. Ellen Teague, president of Marshfield, Inc.; former Gov. Sherman Adams; Gov. Meldrim Thomson, Jr.; another member of the Liquor Commission, former Gov. Lane Dwinell and Cmr. Lyle Hersom of Groveton. (Courier Photo.)



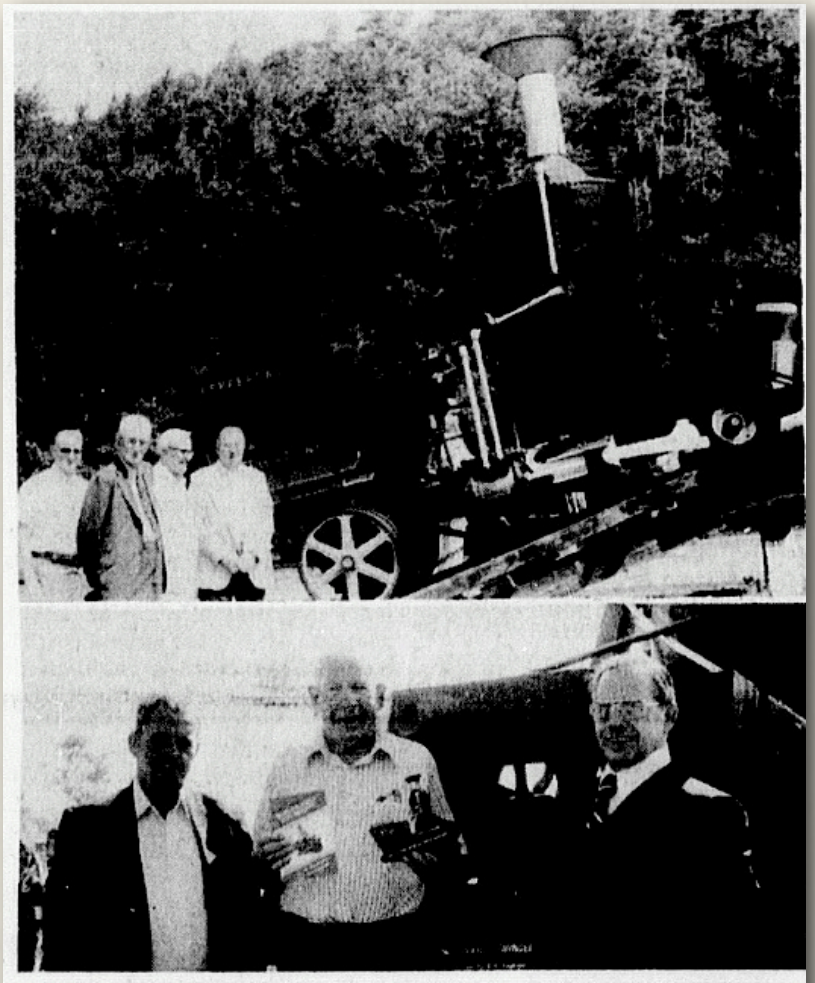
SHOWN HERE IS A REPLICA of the world's first mountain-climbing locomotive, known as the Peppersass of Mt. Washington fame, which goes on sale early in July in State Liquor Stores. It is a gaily-colored commemorative bottle, nearly nine inches wide and nine inches tall, of the historic 1866 engine which has long been a tourists' mecca at the Cog Railway's Base Station.

Commemorative Decanter Honors Peppersass



MRS. ELLEN C. TEAGUE, president of the Mt. Washington Cog Railway, will be hostess at a Saturday, July 8 party, headed by Gov. Meldrim Thomson, Jr., at the Base Station, honoring public sale of a commemorative decanter of the famed "Peppersass" locomotive which helped build the railroad after the Civil War.

- Littleton Courier – Wed, Jul 5, 1978 pg. 9A



THE DEDICATION OF THE PEPPERSASS COMMEMORATIVE DECANTER of the N.H. State Liquor Commission Saturday was the occasion for a quartet of former employes of the Boston-Maine Railroad at its Concord stop who worked on restoring Peppersass after it suffered heavy damage in a disaster that marked its final run up the mountain. Left to right: William Menzies, 89, of Concord, Augustine Flanagan, 79, of Concord, Leslie Menzies, 64, of Concord, and Albert Drescher, 68, of Contoocook. Bottom picture, Kenneth Frost of Concord, Legislative Historian Anderson holding one of the commemorative decanters and the historical booklet, and Nicholas Frost of Torrington, Conn. The Frost brothers were sons of the late Edward Charles Frost of Concord who was engineer on the ill-fated last run of Peppersass and jumped onto the rocks of Jacob's Ladder as the equipment left the rail. Between Mr. Anderson and Nicholas Frost can be seen a slideboard which workers used to use in making descents of the mountain — Engineer Frost held the record for the 3½-mile run which he completed in 1926 in less than three minutes. This earned him the nickname of "Speed." (Courier Photo.)

persass engineer who survived the crash 49 years ago but died with six years of injury complications. They were Nicolas Frost of Torrington, Conn., Kenneth M. Frost of Penacook, a New Hampshire State Prison guard, and Mrs. Elizabeth Bonneau of Rochester. Each was presented with a special copy of the commemorative decanter, the wording on which includes "World's First Climbing Engine 1869-1978." Chairman Tentas of the State Liquor Commission declared this commemorative production to be the most handsome to date and congratulated Mr. Anderson on his work in connection with it, including the production of a souvenir booklet giving historical facts on the Cog Railway. Gov. Thomson said the production of the *Peppersass* bottle should prove a valuable advertising boon for the Mt. Washington Cog Railway, while at the same time it is expected to be a popular seller and thus increase revenues of the State Liquor Commission for the benefit of all taxpayers. Mrs. Teague acknowledged it was distinguished honor to have the Cog Railway recognized in this manner. The Cog Railway passenger car in which guests rode to the Summit was christened by then Gov. Lane Dwinell in 1956. Gov. Adams noted that the Teague family is part and parcel of The Mountain. The busy day at the Base and atop Mt. Washington came to a close when the Gov. And Mrs. Thomson cut a handsome cake made by Carol Manno of the Cog Railway kitchen staff with the words "Welcome to the Cog Railroad" and decorated in patriotic colors. It was served with wine, all courtesy of Mrs. Teague."

- Littleton Courier – Wed, Jul 12, 1978 pg. 1 & 7

July 9th

Cog Toll Gate Draws Ire: Addressed to Mr. Loeb: "As I have done summers in the past, and on several occasions, I took a carload of out-of-state friends up to the Cog Railway up Mount Washington Sunday, July 9. On that day, I found a toll gate at the end of the road, where 50 cents per person is collected, which was a tremendous surprise to us. Beyond this toll gate are two purported Free Enterprise business: The Cot Railway and the Tourist Souvenir Facility, merely to reach either of which one must pay 50 cents per person. During this past week, several cars from without the State have discovered this toll gate and have expressed outrage. If one purchases a Cog Railway ticket, it is said that the 50 cents is recovered, but unreturned 50 cents remain required for entrance to the Tourist Facility. Some questions are pertinent relating to this issue: Is the so-called auto (base) road a public access highway? Why are not signs erected at the two entrances to this highway specifying a toll gate at the upper end? Why is not a turn-about circle constructed without the toll gate for those cars and passengers who are opposed to paying the 50 centers per person? Can such a toll gate be legally erected in the National forest to prohibit entrance of travelers into this Federal property? There is much anger and outrage on the part of many persons who are surprised at finding an unannounced toll gate at this point. It is suggested that the State and the two businesses give some serious consideration to this hinderance – or reformulate publicity for the State and two once-public facilities. Sig – Concerned New Hampshire Citizen / As a result of the above letter, the Union Leader checked on this toll-gate situation and published a story in Saturday, July 29 editions. The road leading to the Cog Railway is public and there is no charge for its use. The parking lot at the end of the road is private, belonging to the Mt. Washington Cog Railway. Railway president Mrs. Arthur S. Teague explained that tourists who didn't intend to the ride

Cog, along with some hikers, were tying up the parking spaces and thus hurting her business. She made it clear that access to the hiking trails isn't being blocked."

- Manchester (NH) Union Leader – Fri, Aug 4, 1978 pg. 8

July 10th

Cog Rubbish Disposal: Twin Mt. Selectmen's Blotter for July 10, 1978 meeting: "Dumping permit fee for Sanborn Disposal Service was set for $25. Approval for disposal of rubbish was given to Mrs. Teague, for the Cog Railway, and the State Highway Dept. at no charge."

- Littleton Courier – Wed, Jul 19, 1978 pg. 6B

July 17th

Cog Fee Complaint: "Twin Mt. Selectmen's Blotter for July 17, 1978 meeting: "Mr. Myette from Harmony Hill was in to show his concern regarding the entrance fee now being charged each person at the Cog Railway. He felt that this would affect the businesses in Twin Mountain, and Twin Mountain does depend on tourism for its survival. Mr. Myette stated that he was just a concerned citizen, not a businessman in the town, and stood nothing to gain by showing his concern. He did suggest that if a charge was going to continue, a sign at the entrance of the Base Road should be erected showing that the entrance fee was charged. The selectmen referred Mr. Myette to Chamber of Commerce President Carl Carlson, as the Cog Railway is not a part of the Town of Carroll." *- Littleton Courier – Wed, Jul 26, 1978 pg. 7B & 6B*

July 19th

New Summit Building Good News: "Editorials of the Week: There was some good news in New Hampshire last week (besides the Red Sox, of course). Groundbreaking ceremonies were held this weekend atop Mt. Washington. The hard and rock-strewn ground has been broken many times in the past 200 years. Building after building, including several hotels, has been erected on the rooftop of the state. And, one by one, they've come down, either by storm, fire, neglect or the changing of the times. In recent years, the summit's meager facilities have been a disappointment to visitors and an embarrassment to those who love the mountain. The old hotel is in disrepair, the historic Tip Top House is rundown and the Observatory building, while sturdy, is too cramped to allow for many visitors. Hopefully, all that will change within three years as the hotel is dismantled and replaced by a long, low and sweeping structure built directly into the side of the rocky slope. The Tip Top House will be preserved and, we trust, repaired. The hope, too, is that State Parks Director Paul Doherty will make certain that the new facilities are maintained properly so that hikers' and tourists' time at the top of the mountain will as enjoyable and rewarding as their passage up and down that beautiful area"

– N.H. Sunday News *- via Littleton Courier – Wed, Jul 19, 1978 pg. 2A & 3A*

July 28th

Rising Costs - New Fee: Reporter Gloria Poliquin – "A fifty cent per person parking fee levied at the base of the Cog Railway (in Carroll) and redeemable with the fare on the unique steam railway has been attributed to rising costs and limited parking area by owners of the 109-year old attraction. The 3 ½ mile wood trestle up the mountain, deemed a national historic landmark, is an operating museum. Mrs. Ellen Teague, chairman of the Cog Railway Board said, "Other museums charge admission," she added, and now, ostensibly, so does the Cog. Criticism has been leveled at the newly instituted practice by guests as well as area and community residents who mourn the passage of a freebie which allowed them to drive onto the attraction grounds, park their cars, enjoy the base facilities and watch the trains steaming up Mt. Washington. Noting that the expanding use of the limited base area and facilities by home trailers spending the night, the $12,000 increase in labor costs this, and $82 per ton for coal, Mrs. Teague said "we haven't raised our rates" but operating expenses must be met somehow." *- Manchester (NH) Union Leader – Sat, Jul 29, 1978 pg. 3*

August 9th

Mountain Business Brisk: "Despite other areas of New England issuing reports of some business being off, attractions in the White Mountains have had an excellent July and anticipate similar conditions in August. Franconia Notch State Park was up 13 percent over last year. Lost River Reservation was up eight percent in people and 15 percent in income. The Mt. Washington Cog Railway was well ahead, and Story Land and Heritage New Hampshire had sizable increases."

- Littleton Courier – Wed, Aug 9, 1978 pg. 1

1978

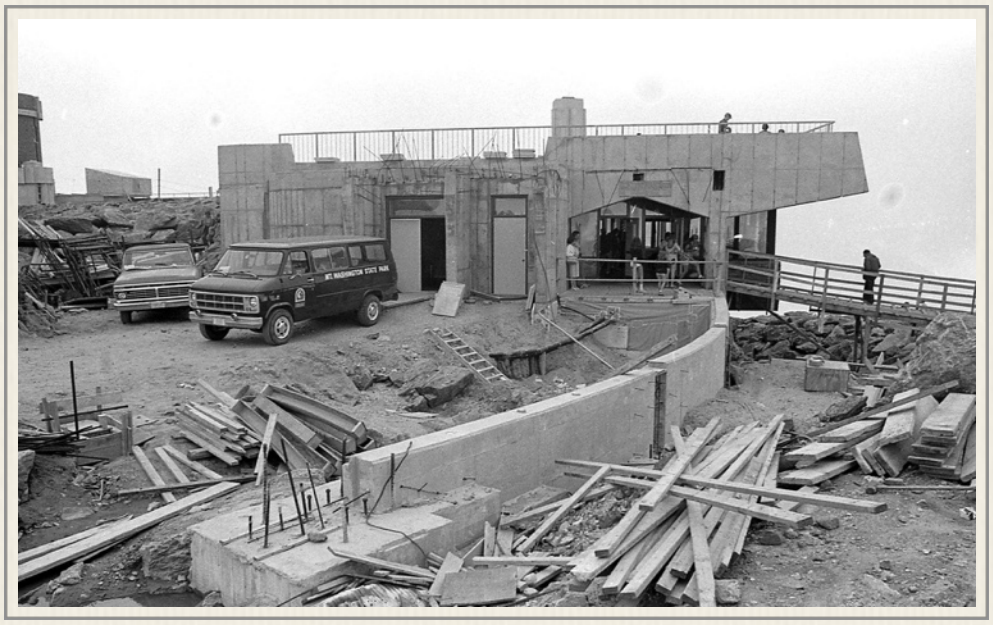
Much Demand for Postmark: "The highest post office east of the Mississippi River, and probably one of the smallest is the Mount Washington Post office located in the Summit Building atop 6,288-foot Mt. Washington. Established in 1869 when the Cog Railway opened, it became an integral part of the New Summit House when that opened in 1872 (ed note: 1873). Guests stayed all Summer, wrote letters home and received their mail there. Today the Mount Washington Postmark is still popular and Postal Clerk Walter Mitchell receives many requests for cards to be so postmarked. Mrs. Arthur S. Teague is clerk-in-charge of the post office and supervisor is Postmaster William Wright of Twin Mountain. The office takes up only slightly more space than a telephone booth and handles some 50,000 pieces of mail each season, mid-June to mid-September. Mr. Mitchell arrives late in June and commutes on the Cog Railway daily (weather permitting) until late August. This post office is one of the last railway contracts in the country, dispatching its mail via the Cog Railway. All pieces are hand-cancelled. Mr. Mitchell, a teacher in the bi-lingual department of the Fall River (Mass.) school system, estimates that he has travelled the "Cog" some 3,000 times during the 10 years he has held this position. (Mrs. Ellen Teague introduces Mitchell as "the only commuter on the railroad.") He says that not over two or three days a season is he unable to take the train due to weather. Occasionally he is not able to get back on the train at the close of his day and then someone will bring him down the auto road and back to the Base Station. Mail for Cog employees, Lakes of the Clouds personnel, Observatory personnel, some State and the Harvey crew members, hikers on the Appalachian Trail and the Harvey construction crew arrives daily. The hut girls from the Lakes of the Clouds hike up daily to pick up theirs."

- Littleton Courier – Wed, Aug 9, 1978 pg. 1A

October 12th

Mount Washington Project Winding Down: ""A new, $4 million Summit Building is slowly taking shape atop this wind-swept 6,288-foot peak, but construction workers will wind up their first season's labors about Oct. 15 and leave before the first real onslaught of Winter. Construction is expected to take three years and will resume next June. An official party, which included State Parks Director Paul Doherty, former Gov. Sherman Adams of the Mt. Washington Commission, and four members of the House Appropriations Committee last week got a guided tour by Supt. Lou Gagne of the Harvey Construction Co. of Manchester. Despite a clear day and bright sun, a 29-degree temperature and 26-miles-per-hour wind combined for a noontime child factor reading of 12 above zero. The visitors crossed an icy slush patch enroute to the site. Most of the graceful, curving, 240-foot front wall is up. The 60-foot-wide summit building will be 25 feet off the ground on its front side and at ground level in the back; the intent is to blend the building into the mountain. Of stone and concrete construction, the building will be anchored by steel bars imbedded into bedrock to further protect it against "the world's worst weather." Those who work and live here take peculiar pride in the ferocious weather. Winds of 100 miles per hour are not uncommon and when they combine with sub-zero cold they produce virtually incalculable chill factors. Gagne said his crew of 40 work 12-hour days, sometimes under "very adverse" conditions. He said his men could work in winds up to 79 miles-per-hour. Beyond that, construction comes to a halt. One day this Fall, Gagne said, fog, a 26-degree temperature and 80-miles-per-hour winds combined to produce rime ice up to 10 inches thick. Ground-breaking for the Summit House took place in July, and Gagne is satisfied with the results so far. So are Doherty and Governor Adams, who is chairman of the Mt. Washington Commission. The building is to be named for the former chief executive who has been an avid outdoorsman all of his life. The mid-October construction breakup is planned to beat the always – unpredictable arrival of Winter. Gagne said the heavy equipment - including a 40-ton crane – would go down the same way it got up; under its own power. He estimated it would take 11 hours to trundle the huge crane down the eight-mile-long Auto Road."

- Littleton Courier – Wed, Oct 12, 1978 pg. 10A



Sherman Adams Building under construction atop Mt. Washington (~1979)
- Photo by Newt / Forgotten New Hampshire





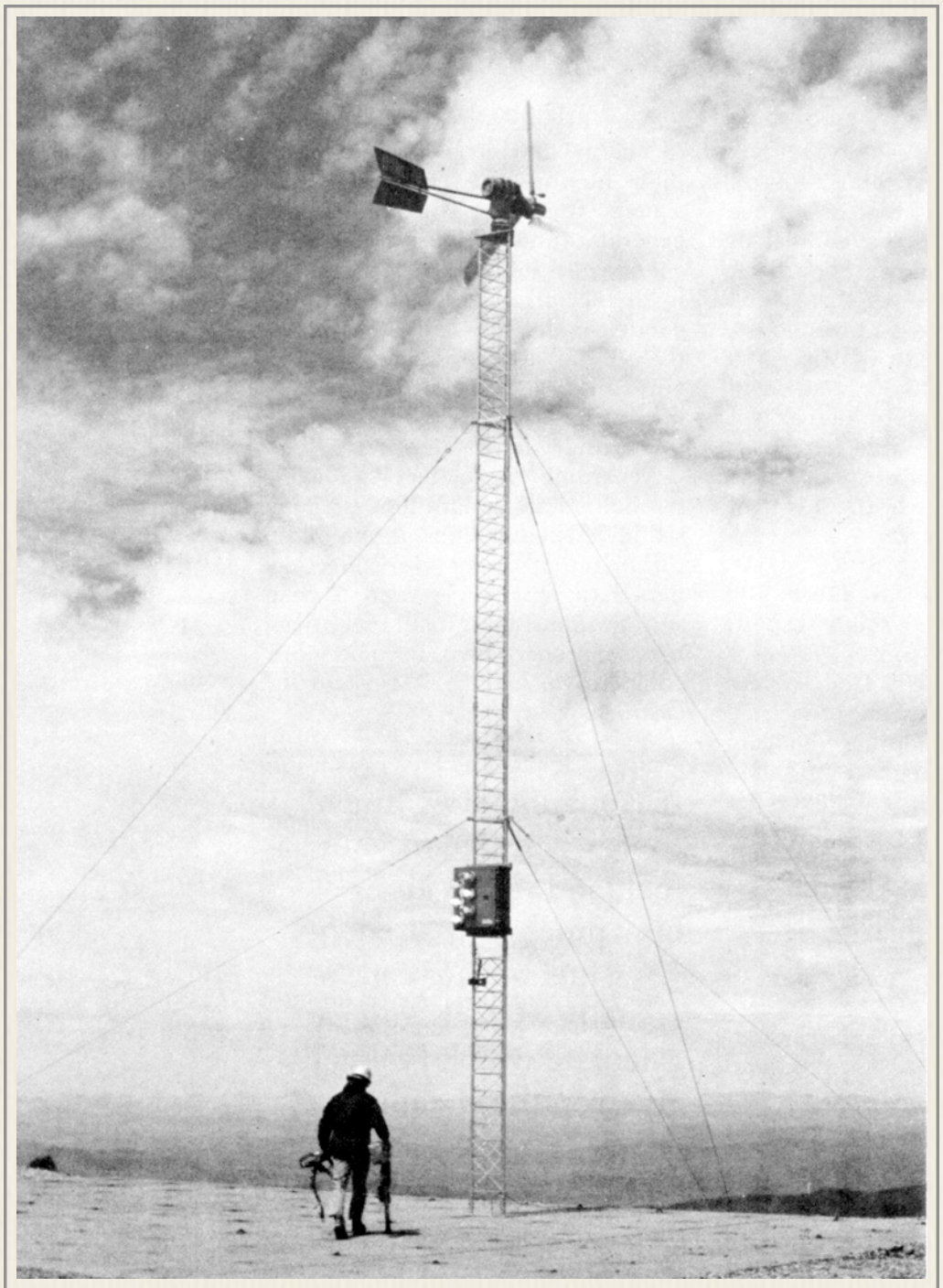




October 18th

Plaque Ready for Building: "At the last session of the Governor and Executive Council, a plaque was unveiled naming the "Sherman Adams Summit Building," to be affixed to the new facilities under construction atop Mt. Washington. "In government no one man can take credit for anything, said Resources Commissioner George Gilman, but he pointed out that new summit complex would not have been possible without the efforts of Adams, governor 1949-1953 and chairman of the Mt. Washington Commission. Gov Thomson declared Adams "stood tall in the mountains as a human being." Adams said the mountain "is emblematic of the characteristics of our dowdy, self-dependent people and our affection and esteem for the Mountain is emblematic of our love of our trees and resources."

- Littleton Courier – Wed, Oct 18, 1978 pg. 8B



Wind Power Test: *"Studying wind power on the top of Mt. Washington. Better hold on tight... In 1978, the average summit wind blows at 35.3 mph and the currents exceed hurricane force (75 mph) over a hundred days each year. (1978)*
- Photo by Enertech / New Hampshire Then and Now FB

November 1st

Summit & Steamship Postal Possibilities: "Mountain Musing: Recently the Laconia Evening Citizen, noting a story by Helen Merrill on the highest postoffice east of the Mississippi River – situated atop Mt. Washington – commented that a postmark from the Summit office and another from the only floating postoffice aboard the Mt. Washington motor vessel on Lake Winnipesaukee offers a New Hampshire visitor two unique ways to send cards home."

- Littleton Courier – Wed, Nov 1, 1978 pg. 4

December 1st

Winter Work & Summer Plans: The new railway President, Superintendent, & Asst. Treas. Charles Arthur Teague sends a "Cog New's Letter" [sp] to the crew: "This year the closing of the railway came slowly to an end. The weather remained mild. Locomotive material to build a complete unit and other miscellaneous parts were moved to the Lancaster Winter Shop. Six new shop doors were installed but not completely mounted and three other engine door frames were built. The new tool shed on the right side of Marshfield was finished along with Crawford[s new porch. The #4 engine had one cylinder with a steam cut which was taken off, brazed and remounted. The #6 engine had its front shaft taken out and the gears pressed off. This engine will recieve [sp] a new 6" axle next spring. The three cylinder water pump had its' stems cromed [sp] again. Alot of worm engine parts. were removed for Arthur Minot's winter work.and approximately 15 new window shutters were built. The work continued right down to the last day when the 22" water wheel had to be removed and pressed off its shaft. The railway will be getting two new castings of this type of wheel. Arthur Minot this winter will be machining new parts for the railway trains. Chub, Mike, ind Clem will be completing the new #8 locomotive, building engine and hand tool boxes, making 15 new railway beds, repairing two tenders, fixing grease guns, repairing 3 bonnets, welding up 4 new smoke stacks, fixing furniture and taking on any outside welding that comes along. I am in New Jersey making 6-12 cog racks, shop museum signs and an eight piece playground set. In the spring, hopefully, twenty new cog gears will arrive. The last time these were made, (1955) it took three years of paper work to find someone to do this. We will be rebuilding Franklin Dam and possibly have two track crews. The railway goals this coming year are: a) The celebration of the new # 8 locomotive this July b) Completion of # 6 coach c) Renovation of car and engine shops d) Ground upkeep and completion of left over jobs. I wish you a Merry Christmas and a Happy New Year. Thank you for all the work given this year and may God bless everything you do. Sincerely Yours, Charles Arthur Teague - President, Superintendent, & Asst. Treas."

December 28th

Presidential Peak Plan Available: "Mt. Washington and adjacent peaks of the Presidential Mountain Range are among the best known and most viewed of any location in New England. The U.S. Forest Service

has released the Draft Presidential Unit Plan for Public Comment. This ten-year action plan addresses management direction for use of the high peaks and surrounding areas of the White Mountain National Forest. Public comments will be accepted on any phase of the draft plan until Mar. 21, 1979. Over one hundred individuals and organizations gave input to the Forest Service in the initial phase of the Presidential Plan. Proposed management direction includes additional overnight camping sites in the high country, expansion of Wildcat Ski Area, no new alpine ski areas in the unit, de-emphasis and elimination of trails in the great gulf Wilderness will not take place, 30 miles of new ski touring trails, trailhead parking for 520 cars at various locations, addition of 6,884 acres to the Presidential Range-Dry River Wilderness, a moderate level of timber harvest requiring 25.5 miles of road construction and reconstruction, acquisition of 10,436 acres of private land on a willing seller basis." *- Littleton Courier – Wed, Dec 28, 1978 pg. 8*



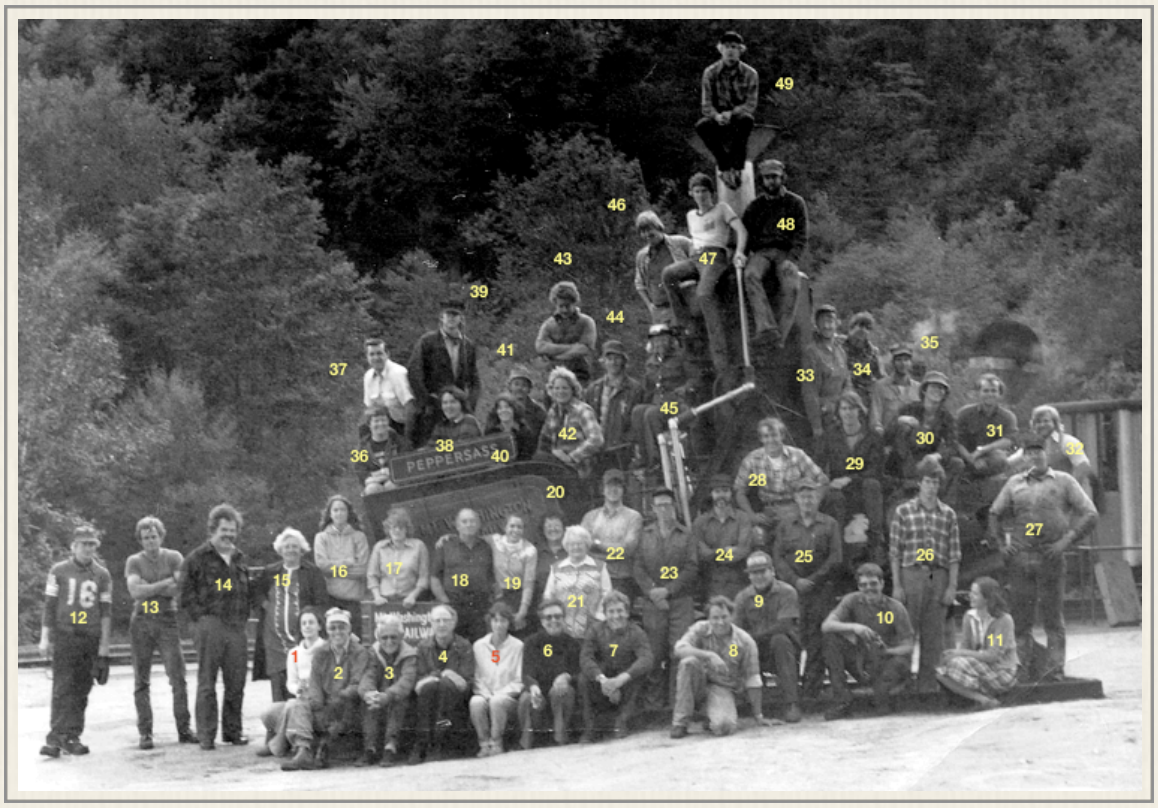
1979



1979 Crew Picture: *Posted in Mt. Washington Cog Railway: We Worked There FB page* ***(1st row sitting L-R)*** *1) Margaret Burdick; 2) George Burdick; 3) Crawford Hassen; 4) Alexander Hamilton IV; 5) Sue Hartman Houck; 6) Ellen Teague; 7) Charlie Teague; 8) Bob Clement; 9) Dave Moody; 10) Charles Morrill; 11) Sue Petit* ***(2nd row)*** *12) Bobby Trask; 13) Bruce Houck ; 14) Walter Mitchell; 15) Betty Ann Max; Sue Pettitt ; 17) Cheryl Zwaagstra; 18) Gene Mason; 19) Carol Morrill; 20) Colleen Zwaagstra; 21) Ruth Mason; 22) Lester Poltrack; 23) Art Minot; 24) Jon Hively; 25) Chub Kenison; 26) Christopher Knight; 27) Art Poltrack;* ***(Peppersass perchers - see key)*** *28) Jon Mies; 29) Jim Hayden Kepner; 30) ???? ; 31) Nat Putnam; 32) Dwight Merrill; 33) Bob Baker; 34) Bob Green ; 35) Joe Gorski; 36) Marie Emdee; 37) Karl Emdee; 38) Faith Bencosky; 39) Karl Moody; 40) Terry Flaherty; 41) Charlie Ball; 42) Tony Jomaitis ; 43) Aaron Whittemore; 44) ???? ; 45) Nurnet Bader; 46) Ron St. Germaine; 47) Barry Stewart; 48) Rob Maclay & 49) Ken Chadwick (1979)*

- Larry Presby photo / Carol Morrill Collection

Photo Key



February 21st

N.H.'s Bush Pilot: Tom Golden profiles the man who helped get the pictures at right - "We all like the romantic notion that flying is only for the daredevils. That idea is a carryover of the early days of aviation so glamorized by Hollywood in such films as *The Great Waldo Pepper* and great yarns about the times of barnstorming flying air circuses. In reality, flying is a serious business and anyone who takes it up must do so with purpose. The motives are varied. It may be for relaxation or a better way to carry out your private business, but being serious about it is a must. The impressive thing about hanging around with flying people is their united dedication to details, which is a matter of life and death. The slogan, "There are some bold pilots, and there are some old pilots, but there are no old bold pilots." One of the best places to find the spirit of flying is at the Twin Mountain Airport. It is a dream materialized from the mind of one man, Joe O'Brien. Twenty-three years ago he set out with a chainsaw and cut through the dense wilderness to form an airstrip. Meeting Joe on the ground conjures up the memory of the typical "fly by the seat of your pants pilot." There is a certain air of confidence and sureness that make you envious. Get into a plane with Joe and you find a cautious and super safety-minded man. Every detail of pre-flight preparation check is carried out thoroughly, even though he is intimately familiar with the aircraft. He discreetly sizes up the passengers, knowing they are a factor of the flight. With headphone in place, his voice inquires as to your well-being and double checks to make sure the safety belt is secure. While he taxis the plane to the end of the runway, he tells you what can be expected. The plane speeds down the strip and its powerful engine lifts you quickly airborne. The climb is steep and fast as you head towards Mt. Washington. Climbing the Great Gulf, you suddenly come to the spectacular view of the Summit of Mt. Washington. As you circle New England's highest peak, there before you is the imposing view of Tuckerman's Ravine, and as you travel south, Crawford Notch dramatically drops beneath you. During the whole flight, Joe is methodically pointing out places of interest while at the same time asking "How do you feel?" The realization of the truth stated by local flying buffs, "Joe O'Brien knows how to fly Mt. Washington like no one else in the world," hits you. It would be correct to say, "Joe is the bush pilot of the White Mountains."

- Littleton Courier - Wed Feb 21, 1979 pg. 8B

Mount Washington Railway Company

MOUNT WASHINGTON, N. H. 03589

GEORGE E. BURDICK, R P E
CHIEF ENGINEER

TARIFF NHPUC #6 Effective May 10, 1979

General Rates from Marshfield to points noted:

Location	One way up+	One way down+	Round trip Adult	Child(6thru 1	
Base Station Shop			$2.00	$2.00	*
Waumbek			$5.00	$2.50	*
Half Way			$7.00	$3.50	*
Skyline	$7.00	$7.00	$10.00	$5.00	*
Gulf Tank	$7.00	$7.00	$11.00	$5,50	*
Summit	$8.00	$7.00	$14.95	$7.50	

+ Rate applies to all persons six years of age or over
*.Rate available only when trains are run to this location as a turning point.

Charter rates are available to organized groups of 25 or more persons. A $100.00 deposit is required one month in advance. Round trip Marshfield to the Summitand return, Adults $11.95 ; Children and Young Adults (6 through 15) $6.50

Special Family Plan for 8 AM train only. Sale limited to capacity of this train only, during season of operation. Round trip Marshfield to Summit
Head of family $14.95
Other adult family members $10.95
Children and Young Adults $ 6.50
(age 6 through 15)
Infants (under 6 in parents lap) Free

George Burdick,
Chief Engineer
3/30/79

March 7th

"California" Morrill's California Exhibit: "Photographs of an antique cog railroad will be displayed at the UCLA Research Library, Department of Special Collections, from Saturday, Mar. 10 through Apr. 7 *(1979)*. The photographs, more than 70 in all, were taken by UCLA senior Charles Morrill of West Los Angeles, an English major who spent the past four Summers working on the Mount Washington Cog Railway in New Hampshire. Morrill's photograph project was partially paid for by a University of California President's Undergraduate Fellowship grant. "Skip" Morrill describes his exhibit as "a window on the past." The Mount Washington Cog Railway, he explained, is one of only a handful of steam mountain-climbing railways left in the world, using technology that has been obsolete for well over 50 years. Morrill's photos show men at work at skills of a bygone era – running the trains, shoveling coal, and maintaining wooden trestles. "Living at the railroad base is also like stepping back into time," Morrill observed, noting that the nearest town, Twin Mountain, is about 20 miles



"The Lizzard" work train with (L-R) Andre Desjardins, Robert Clement, Bruce Houck & Derek Waite with (sitting) Peter Oechsle (May 1979)
- Faith Bencosky-Desjardins collection

away. "Dormitories at the base have old-fashioned D.C. power generated by water turbines. Since there's no television, I amuse myself playing wax cylinder recordings on an old wind-up Edison photograph." The Mount Washington Cog Railway, built in 1869 by inventor Sylvester Marsh, is still considered an engineering marvel, creeping up the steep mountain slopes at four mph. Tourists come from all over the country to enjoy the three-hour round-trip ride to the Mount Washington Summit, 6,288 feet, with its spectacular view of the Presidential Mountain Range. "The line has six trains in operation, from Memorial Day to Columbus Day weekend," Morrill said, nothing that each train consists of an engine and one car holding 48 passengers. "It takes a crew of three to operate a train – an engineer, a fireman, and a brakeman. I worked as an engineer last summer, but I put in a few summers as a fireman, too. It takes a ton of coal to get the train to the Summit, and the fireman has to keep shoveling almost constantly for an hour at a time." Morrill added that the Mount Washington Cog Railway is a profit-making endeavor. The company sticks with the old cog technology simply because there's no reason to change. It manufactures all needed parts itself. Skip developed his fascination for the Cog Railway as a child, and describes his employment there as "a labor of love. I couldn't do it if it were just a job," Morrill said, referring to the hard work and rude accommodations. "But your whole environment there is made up of things of the past. All the gauges, for instance, were made by companies that went out of business in the 1920s. And when you look out over those virgin forests, you really wonder what time you're living in." Morrill plans to work at the railway again this summer."

- Littleton Courier – Wed, Mar 7, 1979 pg. 1B



Approaching Gulf Tank (Aug 19, 1979)
- Photo by BradAFan - Carl Weber, Jr. collection - NERail.org

May

Charlie Teague becomes General Manager - George Burdick remains as Chief Engineer of the Mount Washington Cog Railway

May 16th

Coggers Meet on Vancouver Ferry: "Returning home last week from a vacation of touring resort areas in Canada all the way to Vancouver, B.C., Dwight Merrill had many interesting experiences to tell his parents, Mr. and Mrs. Lee Merrill of Jefferson. One of the most unusual occurred aboard a ferry in Vancouver Harbor when he recognized Thomas Evans, who was visiting his parent in Sequim, Washington. The two knew each other last year as Mr. Evans worked on the Mt. Washington Cog Railroad and Mr. Merrill was in the Marshfield Gift Shop at the Base Station which he will be operating for the fifth season this year."

- Littleton Courier - Wed, May 16, 1979 p4



Engine No. 9 Waumbek "shoves off" on another trip up the Mountain (Aug 19, 1979)
- Photo by BradAFan - Carl Weber, Jr. collection - NERail.org

May 27th

Cog Opens for 110th Time: "The Mount Washington Cog Railway opened for its 110th season over the Memorial Day Weekend *(5/27-5/29)* and will continue weekend operations until the full-scale Summer season gets underway on June 23. Charles A. Teague is now president of the company and his mother, Ellen (Mrs. Arthur) Teague is chairman of the board. The opening weekend brought visitors from such widely scattered areas as Virginia, Florida, Maryland, Ohio, Connecticut, etc. It was felt that business was on a par with that of a year ago. The 1978 seasons resulted in some 4,000 more passengers than in 1977."

- Littleton Courier – Wed, Jun 6, 1979 pg. 6

June 6th

Masons Meet Moose on Commute: "Mountain Musing: Mr. and Mrs. Eugene Mason and son of Jefferson spied two cow moose on the Jefferson Notch Road one day last week. The same two denizens of the woods were seen by other people enroute to the Cog Railway that same. Their visibility gives credence to visitors returning home with tales of the things of nature in the White Mountains."

- Littleton Courier – Wed, Jun 6, 1979 pg. 4

July 24th

New Hampshire Public Utilities Commission Order No. 13,745 – outlines switch inspections and incident reporting procedures for the railway

August 21st

Abusive Hikers?: "As a precautionary measure against the return of about 15-20 unknown hikers who interfered with the Cog Railway Tuesday *(8/21)* afternoon, State Police will be stationed in the area until at least tomorrow. "We don't want anyone near the train or the track area," Lt. Richard Tuck, commander of Troop F, Twin Mountain, told the Union Leader this morning. According to Tuck, members of the group interfered with a train going up the mountain yesterday afternoon about 3:45, apparently "hand-waving close to the train." There were no damages to the train nor injuries in the actions Tuck described as "general nuisance." Tuck stated that State Trooper John Thohl and conservation officer Richard Dufour made a search of the area around the railway yesterday afternoon, but didn't locate the group."

- Manchester Union Leader - Wed, Aug 22, 1979



AGWAY, INC., OF SYRACUSE, N.Y., is sponsoring THE AMERICAN TRAIL, a daily syndicated television series. The crew will be on Mt. Washington to produce a feature about the Mount Washington Cog Railway and weatherman Guy Gosselin on the Summit. Both tapings are Monday, July 23. THE AMERICAN TRAIL deals with people, places and times in an 11-state area. The series focuses on people of the Northeast — their heritage, what they do, where they live; how they work and how they play. THE AMERICAN TRAIL crew, left to right: cinematographer-director Jace Anderson, host Don Jacks and technician-engineer Erik Anderson.

- Littleton Courier - Wed, Jul 18, 1979 pg. 9

1979

August 29th

Surprise Senior Cog Watch: ""Forty-four Ammonoosuc Valley Seniors and guests enjoyed the bus ride to Mount Washington Hotel as well as the extra surprise of going to the Base to watch the Cog Railroad. Hotel Mgr. George E. McAvoy welcomed the group and guided tour was enjoyed. Those who took lunches were accommodated on the porch while others dined in the Stickney Room."

- Littleton Courier – Wed, Aug 29, 1979 pg. 2



Concrete being poured on the new Summit House as the old structure continues serve the public. (Aug 1979)
- Dennis Marrotte photo / Dan Szczesny Collection





Dennis Marrotte of Maine hiked Mount Washington in August and took photos of the on-going construction of the Sherman Adams Summit House (Aug 1979)
- Dennis Marrotte photos / Dan Szczesny Collection

October 31st

New Summit Building After Two Construction Seasons: "Paul Doherty of Gorhan, State Parks director, is confident that the $4 million Summit Building will be completed and opened on schedule next Spring. He and members of the Mt. Washington Commission (including former Gov. Sherman Adams of Lincoln for whom the Mt. Washington State park showplace will be named) recently visited the lofty site. They found that the premature arrival of Winter had not overlooked the 6,288-foot peak – highest in the Northeast and home of the world's worst weather. Ice fog blanketed the snow-covered peak and rime ice laced every exposed portion of the concrete structure the exterior having been completed after two seasons of work. Except for a strike among workers last Spring, which resulted in considerable loss of valuable time, there have been no major problems associated with the intriguing site which holds the world's record for wind velocity – 232 mph clocked in 1934. Visitors

to the "Top of New England," by Auto Road, Cog Railway, and "shank's mare," will look forward to enjoying the new Summit Building."

- Littleton Courier – Wed, Oct 31, 1979 pg. 2A



Passengers starting to queue up for the trip back down from the summit.(Aug 19, 1979)
- Photo by Carl Weber, Jr. - NERail.org



- Photo by Charles "California" Morrill (Sep 1979)



1980 Crew Picture: *Posted in Mt. Washington Cog Railway: We Worked There FB page* ***(1st row kneeling L-R)*** *???, Clem (Robert Clement) & Peter Oeschle;* ***(1st row standing L-R)*** *Walter Mitchel, Bob Wood, Darin Stewart, Alexander Hamilton, Ellen Teague, Charlie Teague, ???, Johnny Bolton, Margaret Machell Corey, Sean?, ???, Chub Kenison, Terry Flaherty, Mike Kenly, Gretel Kenly & Bruce Houck;* ***(Peppersass running gear)*** *Rob MacLay & Steve Newman;* ***(Peppersass Tender)*** *Faith Bencoski (Desjardins) with dog, Karl Moody, ???, Nat Putnam, Nurnette Bader, Karl Emdee, Marie Emdee & John Mies;* ***(top of stack)*** *Steve Giodarni & Barry Stewart*

1980

March 26th

Summit House Razing Planned: "Mountain Musing: Plans are underway for two historic events in the White Mountains. Saturday, May 24 is the date set for dedication of the new Cannon Mt. Aerial Tramway, and on Friday, Sept 5 the new Sherman Adams Summit Building at Mt. Washington State Park will be dedicated. The New Hampshire Dept. of Resources and economic development and the Division of Parks and Recreation are at work on plans of a scope and nature appropriate to two such impressive events. It is expected that by Apr. 15 the old Summit House on the Top of New England will be razed, marking the end of an era that began when it was erected in 1916 *(actually 1915)* as a hotel in one of the world's most unique settings."

- Littleton Courier – Wed, Mar 26, 1980 pg. 4

May 19th

New Hampshire Public Utilities Commission Supplemental Order No. 14.241 - switch inspections and incident reporting procedures

May 24th

Prep for One-11: "Mrs. Ellen Teague, chairman of the board, announced this week that the Mt. Washington Cog Railroad will open this Saturday, May 24 for its 111th season. It will operate weekends only until the season officially gets underway on Saturday, June 21, trains running then on the hour every hour. The operation will close on Oct. 15. Mrs. Teague, in her 37th season with the Cog Railroad, said that her son, Charles Arthur Teague, has been accepted as general manager by the Public Utilities Commission as of May 12. Work on constructing a new locomotive, "*Charlie's Angel*," will be completed at the Base Shop in time for use this season. The first locomotive built locally was the "*Col. Teague*" in 1972. A shop has continued in operation at Lancaster making cog tracks and other supplies. During the period of weekend operation, trains will run to the halfway point and return while maintenance continues. The Mt. Washington Cog Railway will employ about 50 people this year, about half of whom will again be college students."

- Littleton Courier – Wed, May 21, 1980 pg. 1



AS WORK CONTINUES ON THE NEW SUMMIT HOUSE ATOP MT. WASHINGTON, the old structure dedicated on Aug. 21, 1915, has been razed. Ground was broken in 1978 on the new Sherman Adams Summit Building which opens this season and will be officially dedicated on Sept. 5.

- Littleton Courier – Wed, May 29, 1980 pg. 2A

July 30th

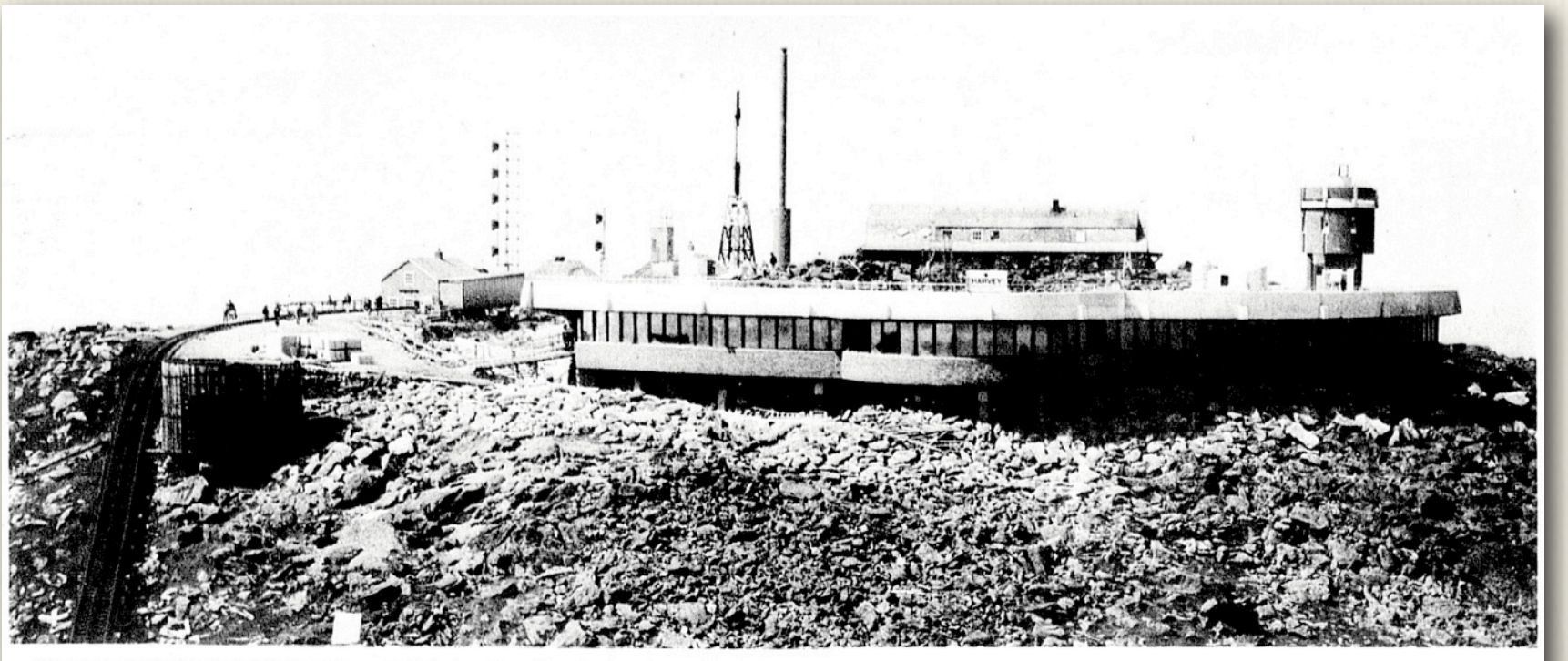
Book to Recall Early Cog Railway: "Mountain Musing: Autobiography *Written by Herself* is the intriguing title of a book currently being written by Ellen (Mrs. Arthur) Teague, chairman of the board and for 38 years a force influencing the success of the famous Mt. Washington Cog Railway. She is well along on the first 18 years, detailing not only her career with the world's first cog railroad, but also covering the entire span of her eventful life in school and college, as a mother and housewife, the war years, and the tragedies and happy memories that have been hers. The Cog Railway, now headed by Ellen's 25-year-old son Charles as president, was completed to the "Top of New England" in 1869, and its 112th year is producing business much better than a year ago. Ten to 12 trains daily carrying some 50 or more people each to the Summit 3½ miles up have included some doubleheaders, bypassing at the Skyline and Waumbek switches which require no less than nine operations each – the most complicated switches ever devised. The unique line's record passenger-carrying day occurred in 1965 when over 1,000 paid customers were carried to the mountaintop and return between the Early-Bird run at 8 a.m. and the end of the day – 65,000 passengers for a single season has been a high mark. In days long gone by, a B&M train brought customers all the way from Boston to Fabyan and then to the Cog Railway Base itself, before the latter six-mile link was phased out in 1931 when motorized travel made it unprofitable. In that same year the late Col. Henry Teague came to the cog railroad and was the dominant figure in its operation until his death in 1950. In 1932 he was joined by Col. Arthur Teague (no relation) who upon the elder colonel's death took command and gave the line a special kind of expertise until his death in 1967. Charles Teague tells us that the No. 1 passenger coach on the Mt. Washington Cog Railway was built in 1871 and is still in use, qualifying as the oldest railroad coach operating in the world. No. 5 came along in 1886. It is hoped that by this fall engine No. 8 *(Tip Top)*, the same as one built in 1972, will go on line, or at least before the season ends on Oct. 15. Teague's mom's favorite name for the new engine is *"Charley's Angel,"* and he lets her enjoy this reference to the TV series. An attempt in recent times to produce a diesel-powered engine for the cog railroad floundered on a problem associated with the fears, and the idea was abandoned. The conductors on the hour's ride to the Summit of Mt. Washington will tell you that the strange-looking little engines consumed about 1,000 gallons of water and tone of coal on each climb skyward, and that the speediest descent was accomplished back in the days when slide-boards were used by employees to ride the rails from Summit to Base – the record is 2 minutes 45 seconds, or 70 mph, over Jacob's Ladder and all. Speaking of Jacob's Ladder, it is trestle work located in the up-

per reaches of the railroad which is 30 feet above the ground and when the train negotiates it, there is 14-foot difference from end of end of the coach, so steep is the grade. The splendid new Summit Building on Mt. Washington is currently in the throes of a steel-worker's strike, the same as has plagued the nuclear power station project at Seabrook. However, it is hoped that the construction of the beautiful mountaintop facility will nevertheless be finished by the time of its dedication honoring Sherman Adams on Friday, Sept. 5. The semi-circular building with its expanses of glass affording spectacular viewing opportunities is the latest addition to the State Parks System, and has the distinction of being located on the highest summit in the Northeast (6,288 feet). The Mount Washington State Park was purchased from Dartmouth College with the view of preserving and developing its unusual scenic, scientific, historical and environmental features for public use and enjoyment."

- Littleton Courier – Wed, Jul 30, 1980 pg. 1A

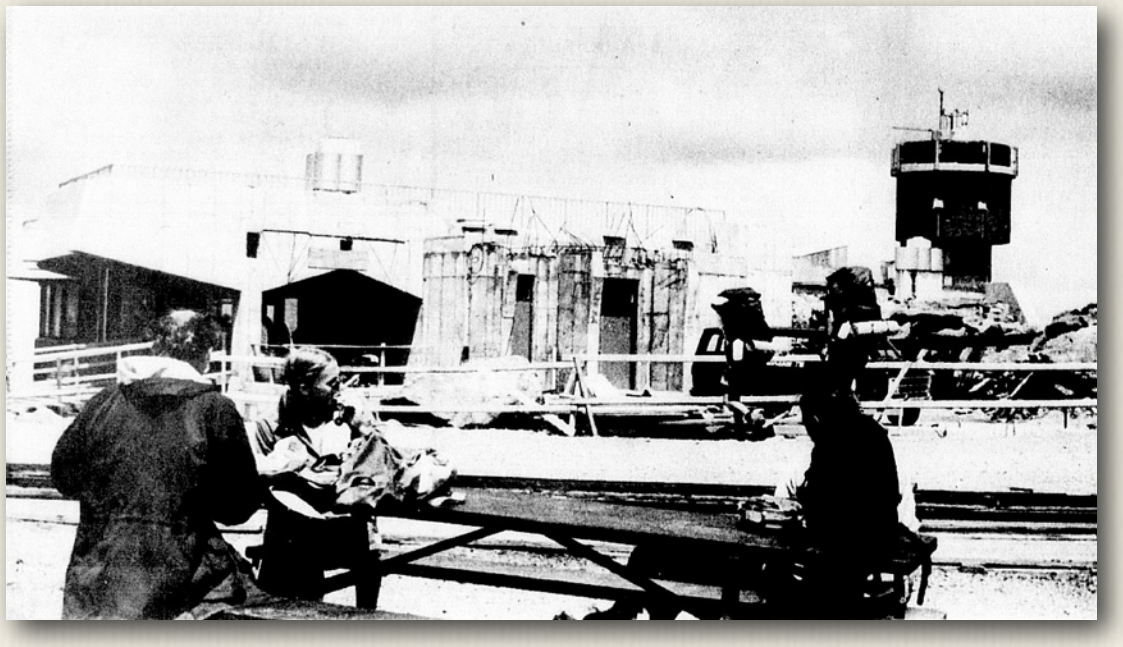
August 11th

Henry's Weather Station Becomes a Bonfire: "Forty-three years ago, in October 1937, weathermen of the Mount Washington Observatory began recording weather data at a new two-story structure. In a farewell salute to the building, on Aug. 1, 1980, staff and friends of the observatory held a nostalgic "wake" in its honor. After valiant efforts to salvage as much as possible of the structure, the remains disappeared in a pillar of fire on a parking lot at the summit on Aug. 11. The shell of the structure was built for the observatory during the summers of 1936 and 1937 by Henry Nelson Teague, owner of the Cog Railway. (ed note: it was built using timber recycled from Jacob's Ladder that had been rebuilt.) It was up to the observatory staff of that time to lay finish flooring, erect partitions, insulate between studs with Cabot Quilt (eel-grass between layers of Kraft paper) and apply inside finish of Celotex sheets. When the job proved time consuming, Joe Dodge sent up the Pinkham Notch carpenter, the late Noble McClintock. A Berlin "tin-knocker" installed the coal-fired hot-air heater and its ducts. The Yankee Network contractor speeded the slow electrical wiring. Yankee was a tenant during its early radio experimenting days before it set up an FM broadcast station. Under supervision of the foreman erecting the Yankee tower, the observatory radio engineer mixed and poured six concrete slabs over the cinder floor of the basement. Recollections of an old timer, who served in the new building after assisting in the construction, were confirmed by Guy Gosselin, present observatory director. Sills and corner posts measure 12 by 12 inches, no uprights were less than 8 by 10; un-planed roof joists were 3 by 8; planed floor joists were 4 by 7. Exterior walls were double diagonal sheathing with building paper between. The roof was 1½ inch tongue and groove planking. The entire building was shingled, 4-inches to the weather, and at no point less than 1 ½ inches



MT. WASHINGTON WINDOWS — A Littleton firm has had an important role in one of the most unusual construction projects, unusual because of the locale. Northeast Glass of Littleton installed and glazed the 4,000 square feet of window area (102 windows) providing spectacular viewing from the new Summit Building atop Mt. Washington which is scheduled for dedication Friday, Sept. 5. Richard Tremblay of Northeast said it has required three years to erect the building, with initial glazing not ready for installation until October 1979, when it was necessary to melt four inches of brine ice at each window in order to glaze the exterior sash. The exposed exterior areas are glazed with three-eighths-inch Lexan by General Electric, guaranteed unbreakable even with the world-record winds which mark weather "at the top of New England." The interior has one-inch tempered insulated glass, making a triple-glazed window. The glass was made by the Polar Seal Division of Northeast Glass in Littleton. The photo was taken by Larry Presby of Littleton from a plane flown by Joe O'Brien of the Twin Mountain Airport. At right is the new tower quarters for Mt. Washington Weather Observatory, at center rear is the old Tip-Top House, and at left are tracks of the Cog Railway and facilities of Mt. Washington television and present weather station building.

- Littleton Courier – Wed, Aug 13, 1980 pg. 9B



thick. Scheduled in July of this year for sudden death on Aug. 1, the structure was given an extra week for slow dismemberment because the iron workers' strike delayed the schedule of the Harvey Construction Co., contractors for construction and demolition on the summit. Members of the observatory crew, assisted by assorted manpower representing former observers, friends and members of the AMC construction and trail crews, sing chain saws, wrecking bars, bolt cutters and similar tools, saved as much as possible of the building. A small portion of the salvage will be incorporated in exhibits at the Observatory Museum. Several organizations with various uses in mind were interested in taking the building apart and reconstructing it in the valley, but the costs were considered prohibitive. The instrument tower, built by the Observatory crew in 1970 was bolted to the building. (This tower replaced one erected in 1941, which, in turn, replaced a guyed structure between the observatory and the Summit House." The bolts were cut and the Harvey Construction Co. endeavored to pull the tower away from the principal structure before the "Farewell" festivities. Taking a 45-degree list as if in protest, "Nice as you please," Gosselin says, "the tower fell exactly on top of the payloader," giving the operator of the machine the scare of his life."

- Littleton Courier – Wed, Nov 5, 1980 pg. 5A

September 4th

Teague Family Dream?: "Mountain Musing: "New Hampshire's newest tourist attraction, the $4 million Sherman Adams Summit House atop 6,288-foot Mount Washington, will be dedicated by the Mount Washington Commission and the New Hampshire Department of Resources and Economic Development Division of Parks this Friday, Sept. 5, and 2:30 p.m. Those attending have a choice of reaching the Top of New England by hiking trails, Cog Railroad, Auto Road stages or driving one's own car up the Auto Road. The excellent new facilities have been viewed by droves of visitors already while work in its final stages has been going on, and they have enjoyed not only the unparalleled scenery and cool comfort in mid-summer, but also the tempting food dispensed by New Hampshire Blind Services personnel who operate the fast food facilities on the second floor of the 240-foot stone and glass building which is to serve a variety of tenants – the Summit depot for the Cog Railroad and Auto Road, the Appalachian Mount Club's huts for hikers system on-the-mountain headquarters and a U.S. Post office – the first floor set in excavated ledge has areas for the Mount Washington Observatory staff living quarters, emergency bunk rooms, a pack and first aid room, storage and exhibit space, offices and utility rooms. The logistics of getting construction materials and men to the Summit for one of the most unusual projects site-wise one could imagine will remain part of the heritage of this third (ed note: actually fourth) Summit House, the realization of a 30-year dream by the Teague family which has long operated the Cog Railway, and the result of cooperation and planning by many private groups including several Mount Washington Commissions headed by former Gov. Sherman Adams of Lincoln."

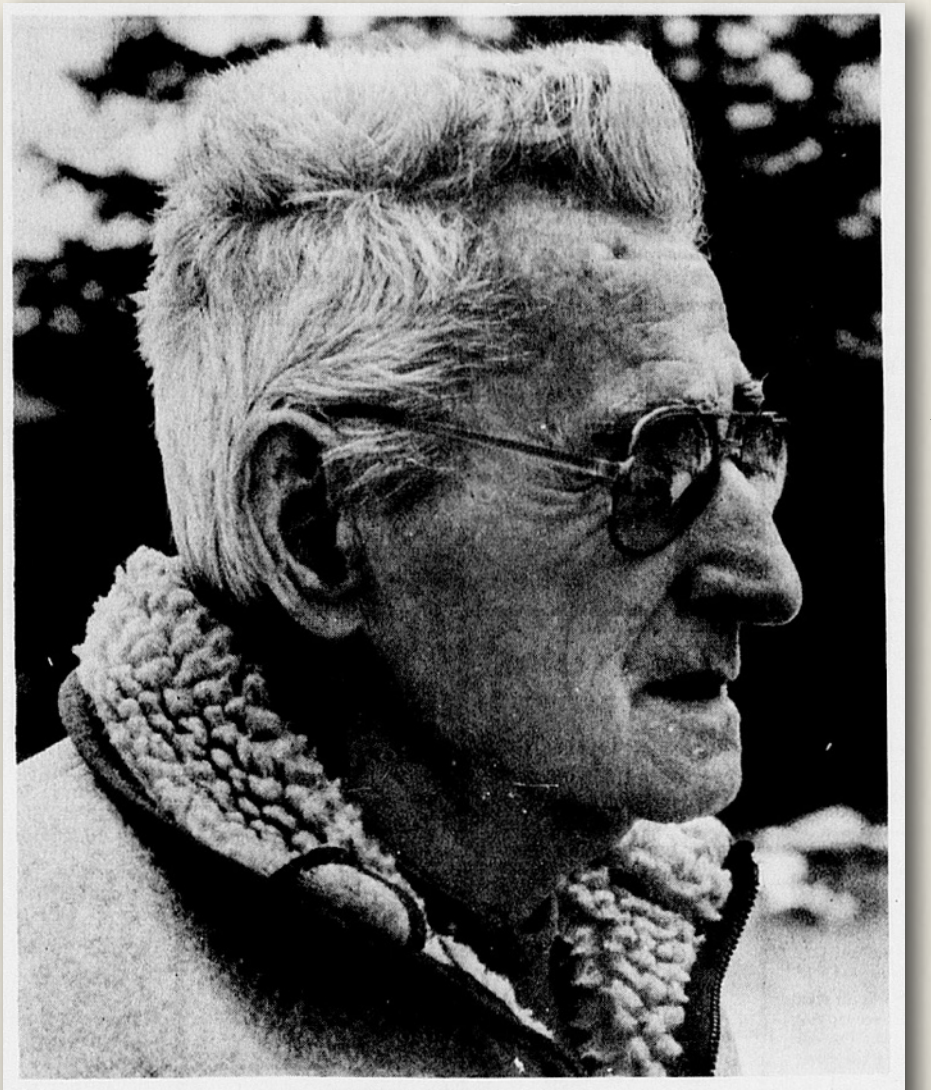
- Littleton Courier – Thu, Sep 4, 1980 pg. 1A

September 5th

Adams Building Dedicated: "Mt. Washington is neither a gentle nor docile companion. It shuns any easy familiarity and casual acquaintance. Only after many associations and encounters with its freakish temper, with the bitterness of the gales and chilling blast, does respect and affinity for it ironically begin to replace the disaffection of the first visit." These words spoken by former Gov. Sherman Adams of Lincoln in response to the tribute paid in naming the new Summit House for him were curiously appropriate Friday as more than 400 people crowded into the new mountaintop facility wet and awestruck from the typically foul weather that enshrouded the highest point east of the Mississippi River. The temperature was barely 40 degrees. Beginning at the 5,000-foot elevation, visitors whether climbing the trails as did Rev. Carleton Schaller of Littleton, riding the

Cog Railroad, or going by stage or driving their own vehicles on the spectacular Auto Road eight miles to the sky, were groping in a cloud cover that all but blocked out total visibility. The cairns on the trails were barely able to provide their intended service of leading the weary hikers on their safe journeys. In recalling some of his experiences over 63 years of familiarity with "The Mountain" that has encompassed literally every trail and water course, Mr. Adams said, "Each expedition increased both my respect and affection for what many have termed 'this old Rock Pile.' Looking upon the first dramatic change upon the Summit since the first (ed note: actually second) Summit House was constructed in 1873, all of us interested in better environmental standards and more becoming tidiness can hope that a continuing and persuasive public interest is taken so that further betterments can be accomplished." The dedication of the splendid new $3.7 million Summit House, completion of work awaiting the settling of a steel strike that has affected such other major projects as the Seabrook nuclear power station, represents the combined efforts of many state officials, citizens of New Hampshire an elsewhere in New England, and private groups and organizations, efforts spanning a period o25 years and the terms of six governors. Gov. Hugh Gallen said, "In a way, Mt. Washington and Sherman Adams are symbolic of New Hampshire. The mountain – majestic even in its unpredictable malevolence – for the adversity it can create; the man – flinty tough in his resolution – for the strength to overcome adversity. The New Hampshire character knows well how to handle challenge and adversity, even that coming from the home of the wildest weather on earth. Creation of this magnificent Sherman Adams Building was not a chore for weaklings, not in concept, not in organization, most certainly not in construction. The end result you see today is a fitting tribute to those who dared to dream and to those who made the dream a reality." Gov. Gallen noted that the roots leading to the development of the new Summit House were planted as early as July 1953 when then Gov. Gregg launched a study committee to determine what should be done to make the Summit a more attractive tourist area. Gov. Dwinell named a second advisory committee, Gov. Powell continued these efforts, and in 1964 Gov. King and the Executive Council purchased The Mountaintop from Dartmouth College for $150,000 – and it was the study committee established by King which recommended the establishment of the Mount Washington Commission, with former Gov. Adams being named is chairman in 1969. Gov. Gallen commented: "The governors and state officials who preceded me had a duty to the people to plan for the best possible use of this beautiful Summit area, and to work cooperatively within their own agencies and with the Legislature to secure appropriate funding for projects to meet those goals. It is no incumbent upon myself and my successors to insure that the facility will be used and operated in a manner which will benefit the people for many years to come. We are their servants – this is their land and their mountain – this is their facility, and all that which we have done has been for them."

Littleton Courier – Wed, Sep 10, 1980 pg. 1



CRAWFORD HASSEN
"The mountain doesn't kill; people kill themselves." (Courier photo)

Interested Observer: "Mountain Musing:
"More than a little interested in the Summit House celebration was Crawford Hassen, 77, who is beginning his 21st year as winter caretaker for the Cog Railway at the Base of Mt. Washington. His hermit-like existence six miles from the nearest habitation assumed less lonely proportions about six years ago when he acquired a snowmobile that takes him to Twin Mt. and even Bethlehem on occasion, and visiting snowmobilers break the monotony of the deep sleep that overtakes the Base area for well over six months of the year."

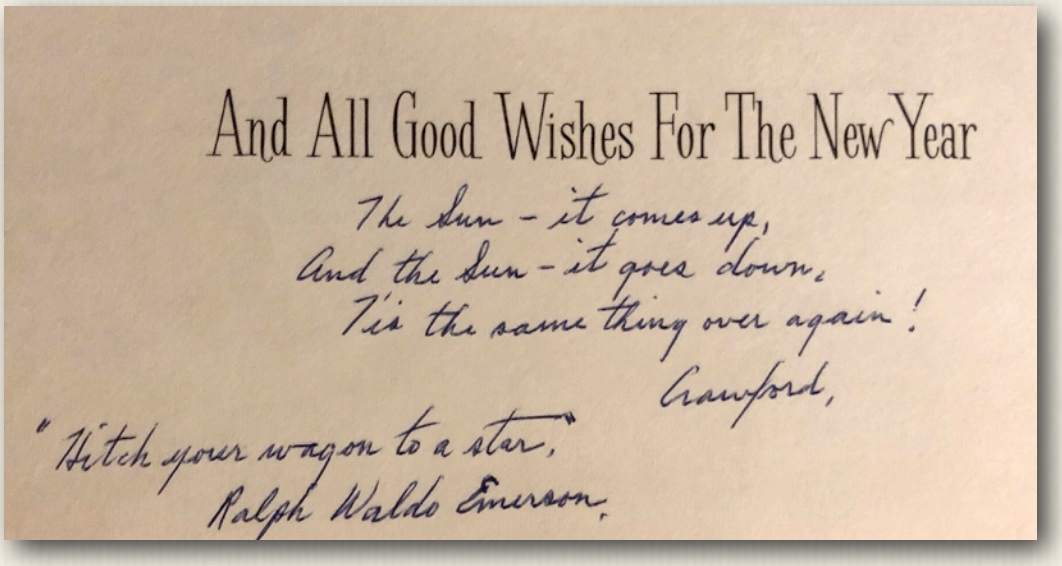
- Littleton Courier – Wed, Sep 17, 1980 pg. 1A

November 5th

Stern Treatment: "It is winter on Mount Washington, but apparently there are those shortsighted people who don't understand what that means. To know something of the problems of the Arctic conditions it would be well to check in with Crawford Hassen, who for 21 years has been spending the long winter months looking after the Base Station. During those years Hassen has seen about all the tragedy which could be witnessed of people who take for granted the climate of the Northeast's highest peak. To find out, we (reporter Tom Golden) visited Crawford in his one-room apartment on the ground floor of the large wooden frame building known as the "Boarding House" next door to the Cog Railway engine house at the base of the mountain. Crawford likes the role of a hard-bitten recluse, and no one else can tell the stories of the "fools" or idiots" who get caught in the snowstorms driven by hurricane winds which arise without warning. He told of three teenage boys caught in a blinding sleet storm recently. "It was about eight o'clock in the evening when a knock came to the door and there stood this girl, about 17 years old, saying she wanted to go up the mountain to find three of her friends she was supposed to meet in the parking lot earlier." Knowing the weather, Crawford did not hold out any hope to her, telling girl, "You would be crazy to out there tonight." Crawford got in touch with the conservation officer and search was launched. The three youths came off the mountain, cold and frightened, all by themselves the next morning. Crawford took them in, gave them hot coffee and food, and gave them a stern, gruff lecture, not sparing any expletives. In relating the incident, Crawford said, "The idiots didn't know enough to take off their wet clothes. One of the lads was wearing dungarees and sneakers. I can't understand how they survived. After thinking about the matter, I decided to call the newspaper. We've got to do something about warning these idiots," he said. Crawford probably would never be appointed ambassador to the Court of St. James, but he is effective and there is probably no one who puts it any plainer than this crusty 78-year-old man. Crawford Hassen is the last of a no-nonsense breed. He sees himself as an alien to the human race. With his jaw jutted out, he booms in a deep gravel voice, "There are times my fellow man bores me stiff. They don't live in my



Col. Teague Coming in to Base: *"My first year as a brakeman obviously over acting. Kenny Chadwick was the fireman in the engineer's seat. Good old days. My job that year was passengers, track watching, descent speed and switch throwing. Repeat. (1980)*
- John Colorusso Collection



Holiday card sent to Faith Bencosky by Crawford (1976)
- Bencosky-Desjardins Collection

world, or to be more exact, I don't live in theirs." He goes on to probe the minds of many of the young hikers: "Many kids have lost their identity and are trying to prove they are tough. A pig can live in the cold." But then a change from the gruff mood is detected when he says, "I have to worry about these kids," and adds, "I don't have to, but I do." It is a sobering moment and Crawford's strong language earlier in the conversation is forgotten. Almost as quickly as the changing weather of Mount Washington, the old man looks in the direction of the fog-shrouded peak. His shock of graying hair appears to take on added bristle as he utters, "I don't like them saying the mountain is a killer. The mountain doesn't kill; people kill themselves." Suddenly there is an awareness of a love affair and protectiveness between a man and mountain. When asked about his relationship with this pile of rocks, Crawford answered mystically, "I have a strong feeling I've been around here before." At this point there is no pressing for an explanation, but it has been implied he believes in reincarnation. To support that assumption, Crawford painfully gets to his feet (he cracked some ribs in a recent fall), crosses the room and returns with a photography of painting of Abel Crawford. "I'm a spittin' image of him," he said. A couple of glances at the picture and quick examination of Crawford's wizened face confirms the assertion. Crawford crisply related a brief biography. "My mother was a Crawford – A descendent of Able Crawford." It's pretty heavy stuff, when you think of the old pioneer Able Crawford and what perhaps could be his reincarnation, a man who says, "I have a strong feeling I've been around here before." It's hard to say if Crawford is bitter about the deaths on Mount Washington. He said his sister died in a blizzard on Base Station Road (see April 23rd, 1971 entry), and claims 84 people have perished over the years. If not bitterness, there is the deepest concern. As if to cut off any further discussion of the matter, Crawford returned to his favorite role: "I want to be left alone this winter. I don't want to be bothered by the hikers and the snowmobiles." He said he will spend time painting Mount Washington scenes and writing theology and philosophy (the latter has never been published). Not yet satisfied with who Crawford Hassen is, there is a need to find out how and where he spent the years prior to coming to the Base Station in 1959. The question produces laughing eyes. At first he dismisses the question as unimportant and then tells a story gaining a promise it won't be printed because, "I wouldn't want the people in the village to know." He said, "You can tell them I was the great American bum – a man of the road." He sounded convincing, but one an never be sure whether Crawford is putting you on or not. The electricity is now cut off at the Base Station. Crawford Hassen is holed up in one room, painting or writing by gaslight and warmed by an oil stove. Some "idiot" hikers will challenge the weather of the mountain and, if they are lucky, will survive and face the challenge of meeting Crawford Hassen. Somehow there is something very attractive in that proposition of cussedness. We have responded to the old bachelor's concerns. Be prepared to face the mountain, for if you are not, the fury of Crawford Hassen and the ghosts of Mount Washington could be a haunting experience."

- Littleton Courier – Wed, Nov 5, 1980 pg. 1A

November 19th

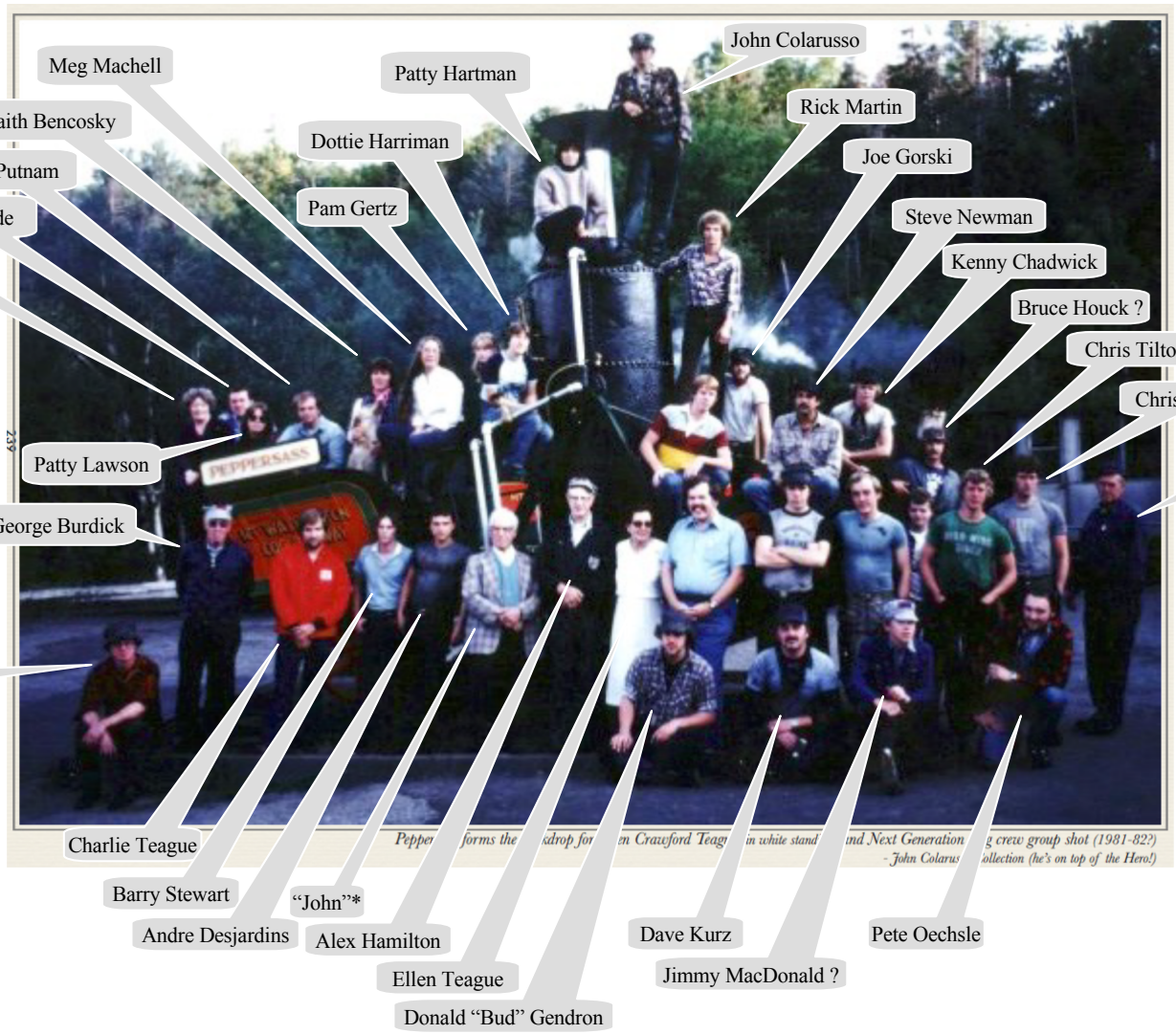
Another Decanter: "Mountain Musing: "Leon W. Anderson of Concord, legislative historian, has done it again. He has given the impetus for the State Liquor Commission to produce another in a series of 14 outstanding decanters commemorating historic highlights of the Granite State. This time it is a pyramid-shaped bottle featuring the recent dedication of a $3.4 million tourist center on the peak of Mt. Washington, named in honor of former Gov. Sherman Adams of Lincoln, the 81-year old onetime lumberjack who sparked erection of the building. The decanter depicts the Cog Railway, the Auto Road and a hiker as the three means of ascendancy to the 6,288-foot Summit of the highest mountain in the Northeast. This issue, limited to 6,000, is accompanied by a 16-page history of The Mountain by Leon, copies of which are being distributed to N.H.'s public schools and libraries." *- Littleton Courier – Wed, Nov 19, 1980 pg. 1A*

December 20th

Winter Work & Summer Plans: Railway President Charles Arthur Teague sends a "Cog New's Letter" [sp] to the crew: "The fall of eighty in general was warm with occasional blasts. One such visit was October 25th, "The silent presents of morning snow was whipped and beat furiously." The rain and wind blew so hard, I thought window panes would be blown out of my cabin. As usual. we moved supplies to lancaster [sp]. The accomplishments of the fall are: forty tons of coal picked up off tracks, six loads of used timber brought off mountain for fireplace, three new windows in boarding house plus all door hinges tighten up, coal patched half of coal storage area, buildings cleaned up and built two new steel entrance gates with ends cemented. The winter challenges are: six new cog racks, rescreen spare bonnett [sp], cut rails for gift shop, build steel dirt drag for cottage lane, produce 50 lbs. of track washers, rebuild four expansion joints, finish # 8 cab (TIP-TOP), repair Marshfield furniture, repair four train steps plus build two new (spare), build track phone storage cabinet and build three new steel gates for our dames. Starting January 12th, the construct of the summit dispatch office will be under way, a six week project. Last but not least, the addition of a lath and bridgeport for the railways' future winter shop. This spring the railway will receive ten new engine wheels or change over to a tire rim system. The 1981 goals are: a) repair of Marshfield house b)completion of summit dispatch office and possibly the celebration of the # 8 engine.(Tip-Top) I wish you a Merry Christmas and a Happy New Year. Thank you for all the hard work and interest given in the 1980 season. May God bless everything righteous you do. Sincerely yours, Charles Arthur Teague, Pres."



1981



* "John" seemed to be a companion of Betty-Anne Max, working around the rental cabins. An italian gentleman, always well-dressed
? I have put "?" for those whose faces I cannot see clearly enough to definitively identify.

Cogger Bob Milliken ('81-' 82) provided the identifications of this group shot from 1981 (full size version from the Meg Machell Corey Collection next page)




PEPPERSASS



Cog Softball Squad: *(top row) Jon Mies, Johnny Bolton, Steve Newman; Andre Desjardins, Steve Giordani, Chris Knight in black t-shirt; Mississippi (Rob) in black t-shirt and hat to far right (2nd row) Kenney Chadwick in black t-shirt and hat; Richard "Hollywood" Martin, Peter O'Neil (front row) Bob Milliken, Dave Kurtz, Faith Bencosky, Patty Hartman, Meg Machell (me) - Not sure who is tying their sneaker in front." Terry Flaherty: "Meg - that's Clem Clement tying his shoe!" Jon Mies: "I recall a bunch of us making the trip down to the hotel in the bed of Clem's old red pickup truck." (1981)*

- Margaret Machell Corey Collection / WMCR: We Worked There FB page

1981

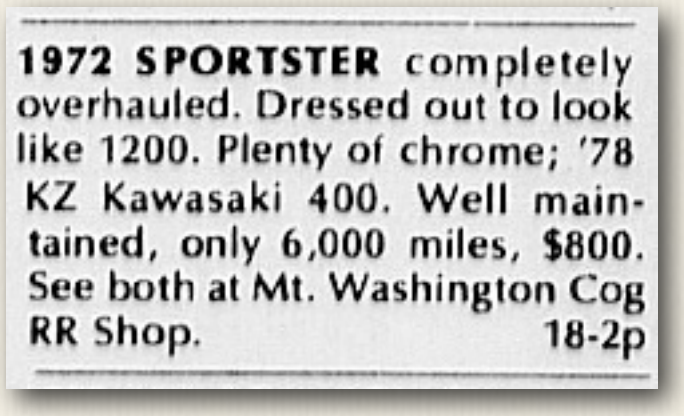
February

Mortgage with Dartmouth College that underwrote the 1962 sale to the Teague's is ***paid off***

- I Conquered My Mountain by Ellen Teague

March 25th

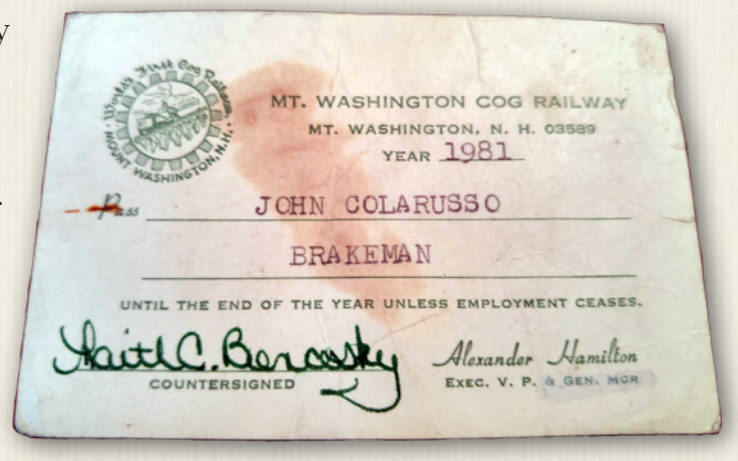
Cog Railway is offered for sale by Ellen Teague. Reported asking price $3-million - CONCORD, N.H. The Mount Washington Cog Railway which has taken tourists up and down the Northeast's highest peak for 112 years is up for sale. Ellen Teague, who took charge of the railway when her husband, Arthur, died in 1969, *(Ed. Note: 1967 actually)* said she decided to sell mainly because of her age. "I feel fine now, but I'm going to be 68 in April," she said Tuesday. "I've been running things for 14 years now and that's a long time." While her son, Charles, has helped manage the railway, he wants to pursue other interests, she said. "We might stick it out this summer and next, depending, but that will be it," she said. Mrs. Teague declined to disclose the price of the railway, which has been in her family since 1962. Other sources said she was asking for about $3 million and offered the state "first priority" to purchase one of New England's premier tourist attractions. But the state has no plans to buy, according to George Gilman, commissioner of the Department of Resources and Economic Development. "We frankly hope it stays in her family," Gilman said. "It's an institution within the state and within the Teague family." The state


1972 SPORTSTER completely overhauled. Dressed out to look like 1200. Plenty of chrome; '78 KZ Kawasaki 400. Well maintained, only 6,000 miles, $800. See both at Mt. Washington Cog RR Shop. 18-2p

- Littleton Courier – Wed, May 6, 1981 pg. 8B

owns most of Mount Washington summit, including the recently built $4.6 million Sherman Adams Building which houses a weather station, museum, cafeteria and park station. The railway's rolling stock includes about six steam engines and passenger cars. The track, winding up the mountain at sometimes dizzying grades, is in "excellent condition," Mrs. Teague said.

- Manchester Union Leader - Wed. Mar 25, 1981 pg. 1



Qualification Card: *posted on the Mount Washington Cog Railway - We Worked There FB page - June 12, 2016:* ***John Colarusso:*** *"Going through years of saved crap and found my brakeman card. LOL Just graduated HS. Don't know where my fireman card for 82 is. Anyone else from back then still have their card? It was not easy. Between getting over stage fright talking to the passengers, throwing the switches, and learning how to listen to the speed and get light on Jacob's it was a real challenge. Add grumpy engineers to the mix and it was a real character-building job. Being a fireman was more physically challenging but if you made the cut as a brakeman you were in. Not everyone made it."* ***Jonathan Hively:*** *"Hmmm, I don't remember being grumpy..."*

April 8th

Recalling the Colonel on Monitor: Columnist Donn Tibbetts – "The recent *Union Leader* disclosure that the Mt. Washington Cog Railway is up for sale recalled to mind the clear day in 1965 when we visited there to do an NVC-Monitor feature with the late Col. Arthur S. Teague, longtime president and general manager of the railway. Mild mannered Teague personally took my family aboard the unique train for the trip to the trip to the summit of the 6,288-foot mountain top and the magnificent view from New Hampshire right into the State of Maine. He spoke with justifiable pride of the world's first mountain-climbing cog railway which he said began "in 1866 and after three years of construction was completed in 1869." It was "Colonel" Teague because from 1941 through 1946 he was an Army officer, and an assault battalion commander on D-Day at Utah Beach. His military record included citations from the Belgian, French and British governments as well as the United States. Teague told us his work with the cog railway was "as exciting" as his combat experience "but not as daring." He explained that the steam locomotives on the cog railway were different because their boilers were set an angle to take the average slope of the track "which is 25 percent grade." When we reached Jacob's Ladder, he explained the "steepest part of the grade has an average grade of 37.5 percent slope. You might say that the coach we're riding is... which is 35 feet long... has passengers at the front of it that are sitting about 14 feet higher than those passengers at the rear of the coach," Teague told us. Tightening my grip on my seat, I knew he was so right? He told us how the locomotives used about one ton of coal and a thousand gallons of water on each one-hour and 15-minute trip up and 45-minute descent. Perhaps the most fascinating thing the Colonel told us was a practice his employees used many years back to get down Mt. Washington. "They had a slide-board device which the employees dubbed the 'devil's shingle.' They would grease this little board – which was just big enough for one person to sit on – put it up on the top of the center on the cog rail, and take on long push-off for the base of the mountain," he said. "The record time was two minutes and 45 seconds for a distance of three and quarter miles! This was done back in the early 1880s, and as late as 1920," Teague explained. My wife Janie and our four children will probably always remember that 1965 visit with Col. Teague. It was one of those perfect days. We hope the days of the cog railway are not numbered."

- Manchester (NH) Union Leader – Wed, Apr 8, 1981 pg. 19

May 20th

Soon Season 112 & For Sale: "Mountain Musing: The famed Mount Washington Cog Railway will open for its 112th seasons this Saturday, May 23, still under the ownership of the Teague family. It was announced earlier this Spring that the "operating museum," a National Historic Landmark, was up for sale, and since then there have been several inquiries indicating much interest in seeing that the unique attraction known the world over continues as a prime tourist mecca in New Hampshire – truly one of a kind. Ellen Teague (her son Charles is president and general manager of the railroad) this week stress that maintaining the original steam operation is of first concern to her. While discussions are held with interested parties (including the State), the mountain line will continue this season under the Teague ownership and operation as it has since 1962. The tiny engines will continue to huff and puff to the "Top of New England," carrying thousands of tourists who count a ride on the Cog as an unforgettable experience. Once again about 40 people will be employed on the railroad operation itself, with a total of 75 to 80 involved in all aspects of the business. One of New England's premier attractions has been associated with Teagues from the days of the late Col. Henry Teague, to be followed by the

late Col. Arthur Teague (no relation) and since his death by his wife Ellen and their son Charles. "It's an institution within the state and within the Teague family," said George Gilman, commissioner of the N.H. Dept. of Resources and Economic Development. He termed the offer to sell (at a reported price of $3 million) very generous, but he said the state prefers to see the attraction remain in private hands, and that it will not try to outbid anyone for the railway. Meanwhile officials from the governor on down have shown much interest in the proposal to sell and what the future might hold for this the world's first cog railroad. As for Ellen Teague, she is putting the finishing touches to her book, *My Autobiography – Written By Herself*, which is expected to make its appearance in paperback form this Summer. It will recount highlights of her life, and particularly how it was affected by her long association with the Mt. Washington Cog Railway. It should prove to be an important addition to the historical lore that has appeared in print over the years concerning the White Mountains."

- Littleton Courier – Wed, May 20, 1981 pg. 1A

May 25th

Dowsing the Summit: "Paul Sevigny and Terry Ross (are) determined to pinpoint underground water sources in the monarch of the Presidential Range, pioneer style. Sevigny of Danville, Vt., is current president of The American Society of Dowsers, Inc., headquartered in that town and Ross of St. Davids, Pa. and Greensboro, Vt., is past president of the 38-chapter organization. Last Tuesday... (the pair) tiptoed over, between and around moisture-slicked rocks while holding a Y-shaped implement, six shooter style, and muttering "how deep." Guided by Division of Parks Chief Paul Doherty, (they) negotiated the difficult (summit) terrain testing pre-selected sites. The experiment on Mt. Washington was the result of a conviction that the most unique of state parks - one dependent on power from the television facilities it shares the mountain top with and water pumped from the base of the Mt. Washington Cog Railway - can be self-sufficient. "One of our immediate goals" Doherty said "is to develop a water supply of our own so we're not dependent on the Cog." (Ross) and Sevigny are convinced there is water available on Mt. Washington, terming one of the underground water sites they discovered "a winner." That area, identified as No. 1 and situated near the summit building and a sign post there, will provide 30 gallons of water per minute at the first level depth of 127 feet and 25 gallons per minute at the second level and depth of 161 feet, they maintained. The Crawford Path site, listed as site No. 2 will produce 70 gallons per minute at the first level, 119 feet to contact level and 60 gallons per minute at the second level, depth to contact 190 feet. At the Tip Top House site, No. 3, about 42 gallons of water a minute is available at the first level, a depth of 90 feet; 27 gallons per minute at the second level, a depth of 124 feet; and 30 gallons per minute at a depth of 190 feet. They termed the quality of water at all sites as potable, everlasting and minerally balanced. Doherty, at the conclusion of the experiment, conceded he was intrigued by the findings, adding however, "There are no immediate plans to act on that information. We're exploring all possibilities."

- Manchester New Hampshire Sunday News - Sun, May 31, 1981 pg. 12A

June 7th

New Hampshire Public Utilities Commission ***orders railway shutdown*** until track between Lizzie's and Summit is repaired *- I Conquered My Mountain / See Vol. 1 Ch. 19 - State Documents - 1981*

"There were some difficulties with the state's Public Utilities Commission and (Ellen C. Teague) was forced to close in 1981. The N.H. PUC refused to allow operation of the railway while track maintenance and rebuilding was done."

- The Mount Washington Cog Railway: Climbing the White Mountains of New Hampshire by Bruce D. Heald

June 20th

Renovations Near Completion: "The Mount Washington Cog Railway was down but it wasn't out. Following a month-long delay, the historic three-and-a-half mile long railroad to the summit of Mount Washington is set to reopen on Saturday June 27th for its 112th year of operation. According to Faith Bencosky, Administrative Assistant at the Cog Railway, the final inspection clearing the way for Saturday's opening was scheduled for Thursday, June 25th. The thirty day suspension of operations resulted from an order issued by the Public Utilities Commission on May 28th this year. The PUC, which conducts annual inspections of the line, found that several sections of railroad ties in the upper reaches of railway needed to be replaced. Walter King, the PUC's Assistant Transportation Director, explained that a routine inspection on May 22nd led to the order. "It merely closes the Railway until certain repairs are made," King said. "We felt that this work would be more efficiently done if the crews were not interrupted by weekend or daily operations." King, who also conducted the inspec-

tion of May 22nd, pointed out that the problem had been gradually building up over several years. As he noted, deterioration of "key" ties and parts of the wooden trestle - which support the special cog track in all but one-half mile of its length - proved to the major concern, especially in the stretch from Skyline Switch to the summit. This exposed area, buffeted by the wind, rain, snow and ice of Mount Washington's severe weather, was the most critical. "Every other tie is a 'key' tie," King said. "It is bolted to the track, which is in turn bolted to the side, which is in turn bolted to the trestle. Some of these ties were split, and others showed signs of aging owing to many years of use. We felt that it was time these problems were corrected." The PUC's subsequent closure order stipulated that exacting repairs be made. "The order specifies, for instance, that 150 ties needed to be replaced," King continued. "And that certain other trestle work be done so that the tracks would be safe." The Cog Railway work crews - who normally carry out planned track repairs, and trestle and tie replacement, every spring - found rough weather hampered their efforts during the past month. Still, they managed to complete all the required repairs before the season's slated opening of daily service to the summit. Every day, weather permitting, five or seven man teams labored from 8:00 in the morning to 6:00 at night under the direction of track foreman Andre Desjardins. Luckily, as Faith Bencosky noted, track crews were able to finish the job during the "slack" season after Memorial Day Weekend, a time when the Cog Railway usually offers only limited weekend service. "We're very proud of the work they did," Bencosky said, "especially since the weather has been so terrible. Last Saturday *(June 20)* for example, she pointed out that when the winds on Mount Washington gusted to



"An Accidental" Museum: *The 2020 posting of this August 1981 photo of the No. 3 Base Station taking on water at Marshfield prompted the following Facebook exchange:* ***Brett Hall:*** *"That almost looks like Bobby Trask on the engine. I started in spring of '82. What amazes me most about all these pictures is how little changed from the 1870s to the 1990s and a little beyond. In the past 35 years the change has been remarkable. Some good, some not. The place was an accidental operating museum that time had ignored. For the past 23 years, my dude gig had been as consulting engineer for a family owned amusement park opened in 1908. It was last modernized in the 1930s. I feel at home there after working the cog. We are making die changes but work hard to maintain as much of the original (the 1908 build and the 30s-40s rebuild) appearance as possible. It's a challenge!"* ***Kevin Day:*** *"I was always a little nervous riding the cog because I know that everything made by man will eventually fail and also know the direction that gravity pulls, but having said that they have had a marvelous safety record."* ***Brett Hall:*** *"Kevin, engineering will tell us exactly when something will fail... If you're paying attention. I always had a great deal of confidence in the track and the machinery at the cog. We'd run it to the very end of its safe usefulness but change it out when it needed it." (Aug 1981)*
- Kevin Day photo / Mt. Washington Cog Ry (NH) & Alumni



Souvenir from celebratory dinner on Thursday, June 25, 1981 in Glen, N.H. - Signed copy of restaurant's promotional newspaper (1981)
- Bencosky-Desjardins Collection

1981

75 miles ah hour and the rain fell in buckets all day, the crew spent twelve hours on the side of the mountain. "They are very dedicated people," she added. "We're taking them to the Red Parka to celebrate; it's small way we can than them for their outstanding work." After the last inspection visit to the Cog Railway, Walter King seemed to agree with Bencosky's assessment. "It's safe to say that a good 95% of those repairs were completed when I made my last inspection on June 17th," King said, "and it appears that things are going very well. All the repairs I witnessed in response to the order were well done; I'm very, very satisfied with what I saw."



COG RAILWAY 1869 1969 MOUNT WASHINGTON, N. H.

MT. WASHINGTON
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"The World's First"

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RECEIVED OCT 19 1981 N. H. PUBLIC UTILITIES COMMISSION

Mrs. Arthur S. Teague, *Chairman of the Board, Marshfield, Inc.*
Charles Arthur Teague, *President*
Alexander Hamilton, *Executive Vice President*
Anne Teague Koop, *Vice President*
Margaret Teague Baker, *Vice President*
Frances Teague Blaggie, *Vice President*
George F. Burdick, P.E., *Chief Engineer*
Jack B. Middleton, *Clerk and Counsel*
Lionel M. Rodgers, P.E., *Communications*

October 16th, 1981

Public Utilities Commission
8 Old Suncook Road
Concord, New Hampshire 03301

Dear Sirs:

The Mount Washington Railway Company wishes to advise you that through necessity we will be raising our fares for the 1982 season.

General Rates from Marshfield to the Summit are as follows:

Adult Round Trip	$ 20.00
Child (6 through 15) Round Trip	$ 10.00
Adult One Way Up	$ 12.00
Adult One Way Down	$ 9.00
Child (6 through 15) One Way Up	$ 7.00
Child (6 through 15) One Way Down	$ 5.00

Special Family Plan for the 8 AM train during full season:

Head of Family	$ 20.00
Other Adult Family Members	$ 16.00
Child (6 through 15)	$ 8.00

Charter rates are available to organized groups of 25 or more persons. A $100.00 deposit is required one month in advance:

Adult Round Trip	$ 15.00
Child (6 through 15) Round Trip	$ 8.00

Rate available only when trains are run to this location as a turning point or terminal:

LOCATION	Round Trip Adult	Child (6 through 15)
Waumbek	$ 7.00	$ 3.50
Half Way	$ 10.00	$ 5.00
Skyline	$ 14.00	$ 7.00
Great Gulf	$ 15.00	$ 7.50

Please note that all of the above rates apply to persons six years of age or over, under six are free if held on lap.

Hoping this will meet with your approval.

Most Sincerely

MOUNT WASHINGTON RAILWAY COMPANY
Ellen C. Teague
Ellen C. Teague

June 27th

Cog Railway Day: "Cog Railway Day, proclaimed in 1969 by Governor Walter Peterson, was observed Friday, July 3 with an all-day reduction in fares. The steam-powered Cog Railway opened for the season June 27 after completion of track work ordered by the Public Utilities Commission. "The inspection was routine," said Vincent Iacopino, Executive Director and secretary of the Public Utilities Commission. "We work every year with the owner and inspect before the season opens, during the season and at the end of the season to ensure safety to the public and in every case the owner has complied." Six on-line steam engines served the public starting with the 8
a.m. Early Bird Special running passengers up the side of scenic Mount Washington, the Northeast's tallest mountain. Owner Ellen Teague announced earlier this year that the historic Cog Railway was for sale and is considering various offers." *- Littleton Courier – Wed, Jul 8, 1981 pg. 8B*

July 5th

A New York Times Ride Described: "The Mount Washington Cog Railway in New Hampshire is no prissy, polite, laundered, Disneyland-style operation," writes Karl Zimmermann. "A gutsy, sooty, elemental experience, it was conceived in the 1850's, a less fastidious age than our own. The railway's little steam locomotives with canted boilers still storm up the mountain, pushing wooden coaches of sightseers ahead of them. The engines roar and pound furiously. Fragrant coal smoke boils from their stacks (the Cog Railway has a special dispensation to exceed New Hampshire's air-pollution-control standards) and cinders rain, leaving the right of way ankle deep. In 1981, 112 years (after it began), the railway is still going strong, virtually unchanged in intent and operating practices. Our train consisted of locomotive No. 3, built in 1883 and named *Base Station*, and a relative new (1961) 56-seat aluminum coach, one of two such operated by the railway. There are also five wooden coaches. (They) are more comfortable to ride in than the newer models, since their windows open for ventilation and viewing. Shortly after we boarded, the locomotive erupted into action and we were on our way to the summit, full speed ahead - which meant at a brisk walk. Running ahead of us the entire way would be No. 4 *Summit*, with Charlie Teague, the railway's president, at the throttle. Originally spectacular as an engineering feat, it now has the added quality of being an almost perfectly preserved artifact of the Industrial Revolution. Steam and steel continue to perform a task that is as in demand today as it was a century ago - hauling tourists to the barren, breathtaking summit of Mount Washington." *- New York Times - Jul 5, 1981 pg. A3*

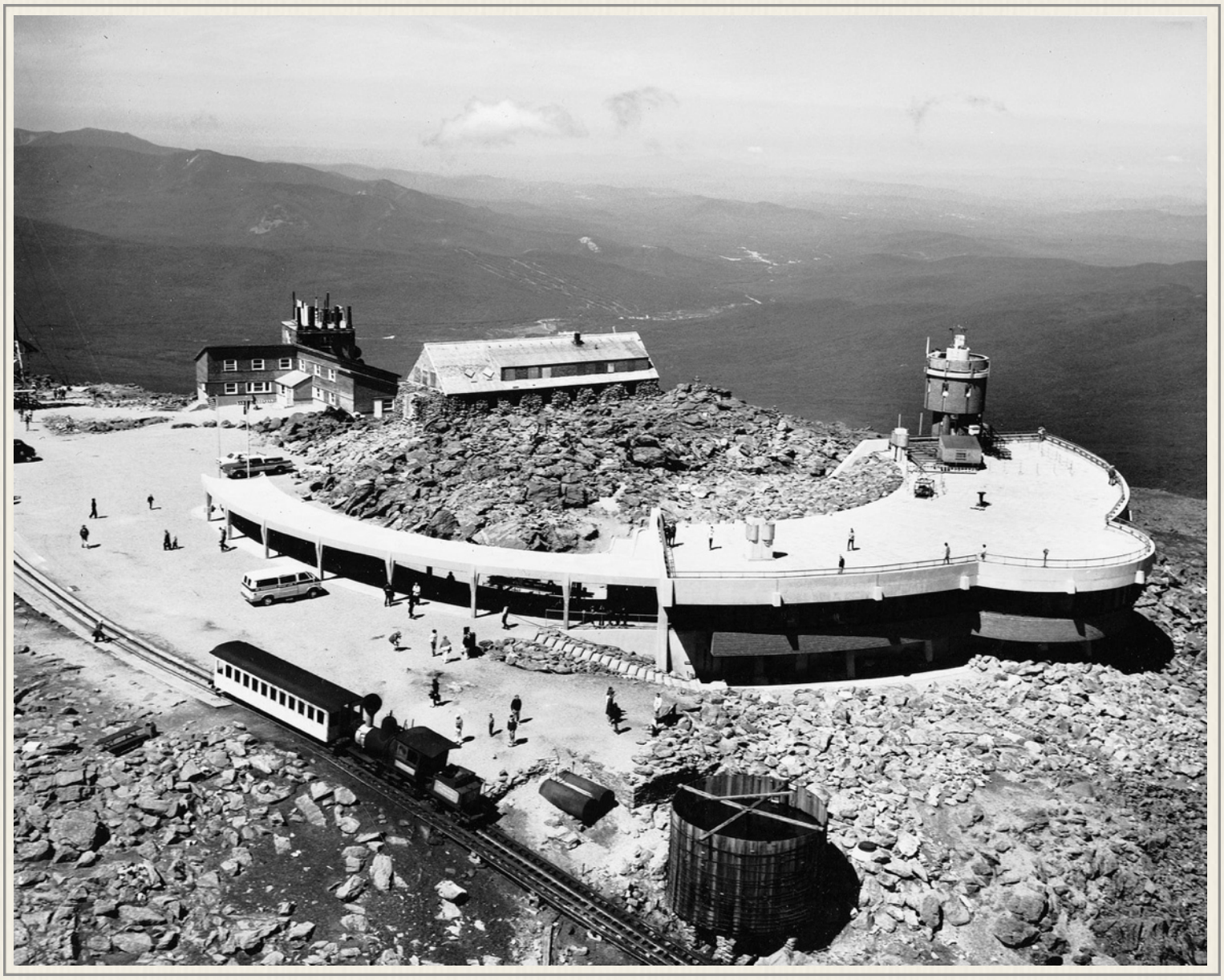
October 12th

Ellen Crawford Teague's last ride down the mountain as owner and president of the railroad on the last scheduled train of the season - the No. 6 *Great Gulf* *- I Conquered My Mountain by Ellen Crawford Teague*



No. 9 takes on water at its namesake location (Sept 1982)
- Conrad Ekstrom Jr. Collection





Cog train in front of the new Sherman Adams building, Tip-Top, Yankee Network building (1982)
- Dick Smith photo / Raymond Evans Collection

1982

January 20th

Desire to End Teague Era: "Mountain Musing: Last March *(1981)* Mrs. Ellen Teague and her son Charles A. Teague announced that the famed 112-year-old Mt. Washington Cog Railway was for sale – including 36 acres, repair shops and other buildings at the Base Station in Bretton Woods, with restaurant and gift shop, 25 feet of land on either side of the track, an 80-by-200-foot plot at the Summit, passenger cars and the unique steam engines that chug to the Top of New England and several of which are of the turn-of-the-century vintage. The Cog Railway continues to be a prime New England attraction luring visitors-of-all-ages, and if you know someone with $3 million (the reported asking price) is is all of the buying and ready to continue its long service. Mrs. Teague and her son have plans for the mountain line's operation "this summer and next, depending," but they have a desire to end the Teague association with the Cog that began with the late Col. Henry Teague and continued with Ellen's husband, the late Col. Arthur Teague."

- Littleton Courier – Wed, Jan 20, 1982 pg. 7A

May 19th

Jack Colby's Elevator Film Pitch: "Mountain Musing: Last March *(1981)* Mrs. Ellen Teague and her son Charles A. Teague announced that the famed 112-year-old Mt. Washington Cog Railway was for sale – including 36 acres, repair shops and other buildings at the Base Station in Bretton Woods, with restaurant and gift shop, 25 feet of land on either side of the track, an 80-by-200-foot plot at the Summit, passenger cars and the unique steam engines that chug to the Top of New England and several of which are of the turn-of-the-century vintage. The Cog Railway continues to be a prime New England attraction luring visitors-of-all-ages, and if you know someone with $3 million (the reported asking price) is all of the buying and ready to continue its long service. Mrs. Teague and her son have plans for the mountain line's operation "this summer and next, depending," but they have a desire to end the Teague association with the Cog that began with the late Col. Henry Tea-

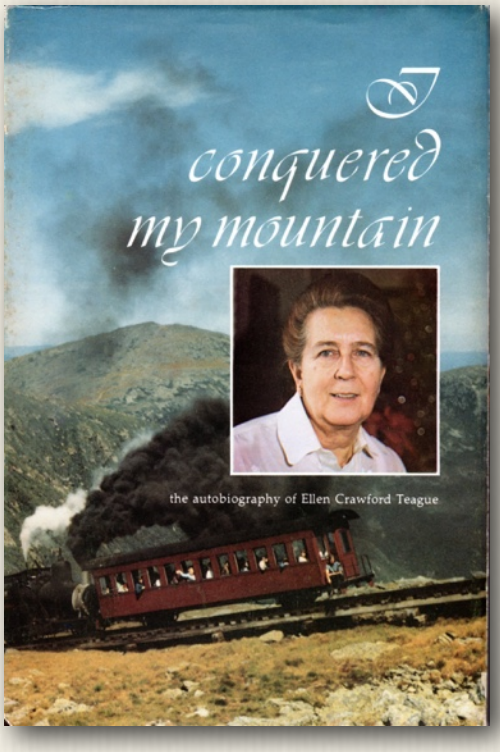
gue and continued with Ellen's husband, the late Col. Arthur Teague."

- Littleton Courier – Wed, May 19, 1982 pg 3A

May 29th

Cog Opens with New Story: ""The reopening of the Mount Washington Cog Railway this Memorial Day will be marked by another event of historical significance. I Conquered My Mountain, the autobiography of Ellen Crawford Teague, owner of the railroad, will be published on the same date. The author will observe her 15th year as the railroad's president and chief operating officer. Her book is a history of the famous Cog Railway and the story of the eight Teagues who worked together to preserve one of America's oldest railroads. Each copy of this first edition is signed and numbered by the author. Mrs. Teague, a descendant of Mount Washington pioneers, trained in Philadelphia's Jefferson Hospital to be a nurse, and married Arthur Teague, then Cog Railway manager. Together they raised their family of five children while meeting and overcoming a series of tragedies with faith and optimism. Railroad buffs, those who love the Presidentials, and those who relish reading about resourcefulness and courage can all find something of interest in this tale of New Hampshire's heritage."

- Littleton Courier – Wed, May 26, 1982 pg



June

Ellen Crawford Teague publishes her autobiography *I Conquered My Mountain*



A 1982 Breakdown*: Tourist Warren Reed says "on the way up the locomotive had a breakdown. It could no longer go forward (uphill). A crewman set the passenger car's brakes... and the locomotive backed down to see if a safe descent... could be made. Since the locomotive could not go forward the crewman controlled our short descent to the locomotive with the brake wheel. Since we had the breakdown fares were refunded. We looked on it as a free train ride.*

- Warren Reed Collection

June 7th

New Hampshire Public Utilities Commission Order No. 15,693 requiring certain maintenance procedures in exchange for rate increase. 1) Skyline Switch to be completely repaired by June 15, 1982; 2) Compliance with 1968 study suggesting timber connectors between bents; 3) Puts high priority on new engine and rail passenger car as soon as possible; 4) No reason for deferred maintenance at Base switch & siding and track to shop - complete this in 1982; 5) No longer any deferral of maintenance unless PUC grants permission; 6) 1981 Report to be revised correcting accounting deficiencies; 7) Says advances to owners or employees at rates below cost of borrowings can no longer be made; 8) All bents at Jacobs Ladder to be replaced over seven years with at least two completed during 1982. 9) Trains to be "equipped with portable toilets, blankets, flashlights, water with cups and signs indicating that passengers should follow the safety instructions of the engineer" as of July 1, 1982.

- NH PUC Orders 1982 online

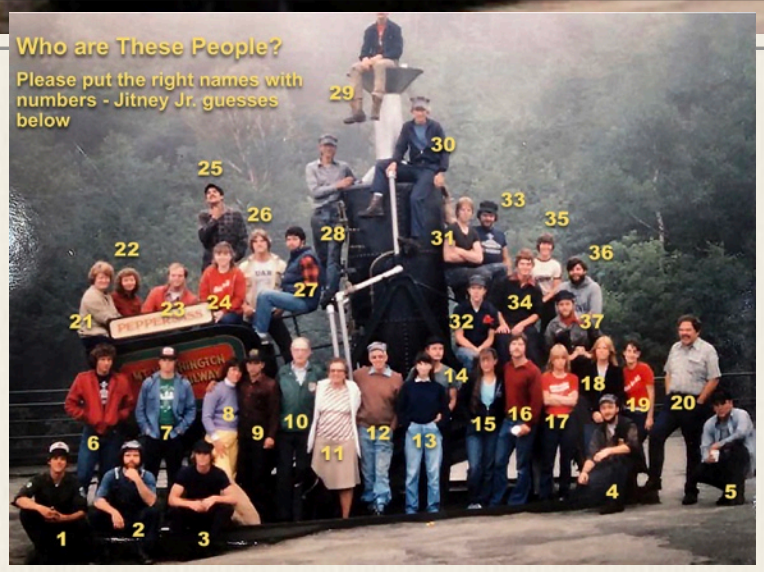
August 4th

Two Great Loves: "Mountain Musing: The two great loves in the life of Elizabeth (Mrs. William G.) Foley of Whitefield are, first, the mountains and then the railroad. At 77, Lizzy Foley still scales New England's high-

est mountain, not on foot now the way she used to but via the Cog Railway – she's made the trip three times already this summer *(Ed note: five trips by Aug 25)* and expects to equal or better her eight times of a year ago (She'll go up any time she can get a ride to the Base and will even pay the fare of her befrienders, at $20 per roundtrip, so in love with The Mountain is she). From her apartment in the Allard Block on Whitefield's Main St., where she lives along, Lizzy can see and hear the B&M and Maine Central freight trains and can tell from the sound of their whistles which is which. She is very concerned over the future of rail service in the North Country and would certainly consider it a void in her life if she no longer could continue her close kingship with railroading. Mrs. Foley has been coming to the White Mountains ever since as a







1982 Cog Crew Photo:

By the Numbers: *1) Sean McDermott; 2) Rob Maclay; 3) Ken Chadwick; 4) Pete Oechsle; 5) Dave Moody; 6) John Colarusso; 7) ???; 8) Faith Bencosky; 9) Andres Desjardins; 10) Alex Hamilton; 11) Ellen Teague;; 12) George Burdick; 13) Sue Houck; 14) Bruce Houck; 15) Meg Machell; 16) Johnny Bolton; 17) ???; 18) Cathy Fishbourne; 19) Peggy Burdick; 20) Walter Mitchell; 21) Marie Emde; 22) Kathy McSweeny; 23) Nat Putnam; 24) Vickie Hall; 25) Steve Newman; 26) ???; 27) Steve Couture; 28) Brett Hall; 29 David Gendron; 30) ???; 31) Steve Giordani; 32) Bob Milliken; 33) Steve Bourassa; 34) Sean Brodrick; 35) ???; 36) ???: & 37) Joe Gorski*
- Margaret Machell Corey collection

child of two she was carried by her father through the Flume. Sixty years ago, while staying at Randolph she climbed Mt. Washington three times in a 10-week period by different trails. "Over the years I must have climbed some 33 mountains in New Hampshire, but it has been a

long time since I took on a big one," Lizzy said this week, recalling, however, that when she was 75 she took a stage up the Auto Road and walked the eight miles back ("Oh, did my legs hurt!") When everything is said and done, the mountains come first in Lizzy's life today as they always have, and she never wearies of the enchantment found in the view from atop Mt. Washington under all sorts of weather conditions "That big mountain gets all my attention – on a clear day you can see forever, at least for a 100-mile radius, and at times I feel I'm on an island in the sky looking down on the mile-high 'hills' around me. I will never tire of it and I am afraid I'll go right on taking more pictures – although I have more slides no than I know what to do with!" this No. 1 fan of the White Mountains exclaimed. That great circus man P.T. Barnum called the view from Mt. Washington the Cog Railway – three states, the Province of Quebec, and the Atlantic Ocean on a clear day – "The second greatest show on Earth," reserving the first for his circus. Lizzy Foley will take issue with P.T. – nothing can top the view from the Summit, and she can't wait until she is aboard a Cog Train on her way again to the Top of New England."

- Littleton Courier – Wed, Aug 4, 1982 pg. 3A & 5A



"Just another day in the Shops!" (Aug 15, 1982)
- Bruce Macdonald photo / NERAIL photo archive

August 5th

Help Wanted: "Machinist for Mt. Washington railway locomotives. 603-846-5404 for appointment"

- Boston Globe - Thu, Aug 5, 1982 pg. 34 & Sat, Aug 7, 1982 pg. 36 / Nashua Telegraph - Sat, Jul 31, 1982 pg. 17

MACHINIST
For Mt. Washington railway locomotives. 603-846-5404.

October 11th

USDA conducting ***aerial photography survey of Coös County***, New Hampshire overflies the Fabyan/Base/Summit area. Summit with new Sherman Adams building. *(next page)*

November 24th

Bethlehem Library News: "An interesting biography especially to natives of northern New Hampshire, is *I Conquered My Mountain*, by Elle Crawford Teague, who, with her late husband, Arthur and later by herself, owned and operated the Mt. Washington Cog Railway. Born into a socially prominent Philadelphia family and related to Abel Crawford of Crawford Notch fame, Mrs. Teague describes her formative years and her years of nursing, both as a student and as a registered nurse. She tells the story of the Cog Railway's construction by Sylvester Marsh, and the experiences, both happy and tragic, she and her husband shared during their association with the railway. Underlying the descriptions of life as owners of a unique tourist attraction, is the story of an indomitable woman who weathered the tragic loss of her beloved husband and two of her daughters, refusing to let life defeat her. This is an upbeat book, full of anecdotes about people whose names will be familiar to North Country residents."

- Littleton Courier – Wed, Nov 24, 1982 pg. 6

December 29th

From the Files of the Citizen: "The 113 year old Cog Railway that chugs up Mt. Washington is to be sold for $600,000 to a group of North Country businessmen, its owner said today. Ellen Teague said she would sell the tourist attraction in January to a group of businessmen from the Littleton area. She declined to identify them. Mrs. Teague said 2 years ago she intended to sell the railroad. Reached by telephone in Philadelphia today, she said she rejected two other offers because the people were not from the North Country. She said the prospective new owners will work to preserve the Cog Railway."

- Fosters.com - Dec 29, 2007 https://www.fosters.com/article/20071229/GJCOMMUNITY02/15151850



Cog Railway Sale Imminent: "A group of North Country businessmen, which is yet to be identified, has negotiated to purchase the Mount Washington Cog Railway from the Teague Family of Whitefield and Philadelphia, PA. It was reported Mrs. Ellen Teague, who assumed the running of the railway after the death of her husband in 1967, was asked by the group to remain in a management-consulting role for the next ten years. Reportedly, the asking price was just under $1 million. Mrs. Teague had made known her desire to sell the railway two years ago. In her autobiography *I Conquered My Mountain*, published earlier this year she reviewed the railway's colorful history and her family's long affiliation with it. The Cog Railway was constructed between 1866-69. Col. Arthur Teague, Mrs. Teague's late husband, first worked at the railway in the 1930's, was named president and general manager in 1951, and bought the railway in 1962 from Dartmouth College." *- Littleton Courier – Wed, Dec 29, 1982 pg. 1*



***Back to Base**: No. 10 Col Teague with the No. 1 passenger coach heads back down to Base after completing their run to the Summit (1983)*
- Gerry E. Meyle Sr. photo / Conrad Ekstrom Jr Collection

Rolli, Ness, Presby, Bedor 1983-2017

1983

Engine #8 *Tip Top* is ***built*** at the Cog Shops. Later renamed *Moosilauke*. Ellen Teague sells the Cog to a group of New Hampshire businessmen - the Presby and Bedor families.

http://www.cog-railway.com/03timeline.htm



Ed Clark's Spirit of '76 diesel in storage & the partially assembled new No. 8 sit outside the Cog shops (1983)
- Art Poltrack Collection

April 1st

Cog Sale Near: "The sale of the Mt. Washington Cog Railway to a group of Littleton businessmen should be completed soon. "We hope to close within a few weeks," attorney John Rolli said Friday *(4/1)*. Rolli, who heads the group said the senior officers' loan committee of the Indian Head Bank in Nashua has approved a loan providing the primary financing for the purchase of the famous tourist attraction The Indian head Bank and the Indian Head Bank North are jointly participating in the loan. Rolli said the loan provides approximately 90 percent of the funding. The group is raising the remaining 10 percent and is seeking preferred stock investors. The Littleton attorney placed the purchase price at $1,2000,000. Negotiations for the purchase of the world-famous railway from owner Ellen Teague began last October *(1982)*. Rolli gave much of the credit for the group's success to the Indian Head Bank North. "The bank has put a lot of effort into saving the Cog Railway. They really worked hard on this thing," he said. Rolli particularly singled out the efforts of bank Sen-

ior Vice President Willard G. Bromage. Rolli, co-owner of both the North Stratford Railroad and the Notchway Motor Inn, said the Cog fits in well with his experience in tourism and railroad management. Among the group's plans for the 114-year-old facility is a substantial capital improvement program. Rolli said they hope to do major repairs to the track and locomotives as well as to the parking lot. A new locomotive is being built and should be on line this summer. Also on the drawing board are plans to increase the number of exhibits in the base lodge, including some demonstrations of native New Hampshire arts by craftspeople. Each year more than 50,000 tourists ride up the Cog Railway to the summit of the Northeast's highest mountain."

- New Hampshire Sunday News - Sun, Apr 3, 1983



Littleton lawyer John Rolli (R) shakes hands with Cog caretaker, Crawford Hassen
- Granger Family Collection

April 13th

Sale Soon: "Mountain Musing: "It is expected that within the coming weeks the famous Mt. Washington Cog Railway will have a new owner. A group of local men headed by Atty. John M.A. Rolli of Bethlehem, who practices law in Littleton, expects to sign the final papers to acquire the mountain line from Ellen (Mrs. Arthur S.) Teague for a sum in excess of $1 million. The prospective new owners, operating as The Cog Railway, Inc., include Atty. Rolli, president; Loxley D. Ness of Bethlehem Hollow, vice president (Mr. Ness is the son of the late Elmer Ness who was a colorful operator of a saddle horse business with Bethlehem hotels); Joel A. Bedor, CPA, of Littleton; and Atty. Wayne W. Presby, 2nd, of Bethlehem and Littleton. General Manager will be Robert Shafer of Bethlehem, formerly associated with the management of Bretton Woods and the Mount Washington Hotel. It has been announced that the Indian Head Bank of Nashua and Indian Head Bank North of Littleton are jointly participating in the financial undertaking, with preferred stock investors currently being approached. Among the new owners' plans for the 114-year-old mountain line is spending as much as $300,000 in capital improvements this summer, the beginning of a three-year schedule of major repairs and upgrading – a new locomotive under construction at the Lancaster shop of the railroad is expected to be placed in service this season which will operate on the same schedule as previously beginning with weekend operation with the Memorial Day period. Atty. Rolli said that the staff numbering some 55 people will virtually all be returning. Along with the Old Man of the Mountains, the Mt. Washington Cog Railway, hosting more than 50,000 passengers a year over its long and colorful career, is considered by many to be one of the wonders of the world – it is the world's first cog railroad and the pattern on which other mountain-climbing railroads were based."

- Littleton Courier – Wed, Apr 13, 1983 pg. 6

April 20th

Gremlins & Memories: Mountain Musing: "To begin with this week, we want to report that a gremlin was at work in the Courier editorial rooms last week, resulting in the Mountain Musing logo being omitted from our column and a snafu affecting the first paragraph concerning the imminent sale (next month) of the Mt. Washington Cog Railway. We like to recall how the two Colonel Teagues, of no relationship came together. One story had it that the young Teague, while a student at Clemson College in South Carolina, was hitchhiking along the highway and was given a ride by the senior Teague and offered a job on the Cog Railway. Another story, recounted by the late historian Leon Anderson of Concord in a booklet says that Henry Teague missed no opportunity to recruit students as summer employees and in 1931, while enroute to Florida for the winter, he stopped a Clemson College and signed up Arthur Simpson Teague, "A senior and a stranger with no family connection.' Henry's title of "Colonel" was bestowed upon him as a member of the official military staff of Gov. John G. Winant – an honorary position. Arthur earned his "Colonel" as a much-decorated officer in World War II. (Henry Teague, incidentally, was a veteran of the Spanish-American War.) When the younger Teague went off to war (winning citations from several governments for distinguished valor on European battlefronts), his wife Ellen Crawford of Crawford Notch family lineage became a Red Cross nurse, and as wartime restrictions were placed upon all civilian travel, the Cog Railway was shut down until Col. Arthur Teague's return."

- Littleton Courier – Wed, Apr 20, 1983 pg. 5A

April 25th

Teague's Railway Readies for Season: "Snow lines the access road to the Cog Railway. But summer will come and with it tourists looking for a ride to the top of New England aboard the funny little train with tilted boilers and seats. Though the sale of the 114-year old of the engineering world is pending, its current owner, Ellen Teague is preparing for the upcoming seasons as she has for the past three decades, both with her husband Arthur and without him since his death in 1967. "Liberated" long before women's rights became a national issue, she'd draw anyone's admiration as, undaunted by the cold, wind, slush and mud-spells of springtime in the mountains, she conducts pre-opening chores. "I wouldn't go any further," she tells the younger woman at the wheel of a pick-up truck used to transport the two and a variety of tools and supplies as close to the base buildings as possible. "Let's not slide down the hill." Faith *(Bencosky Desjardins)*, the driver, is Mrs. Teague's personal secretary, assistant administrator and "right-hand person." Together the two are seeing to it that winter window closures are removed, fuel is delivered, buildings are opened and the show put on the road. Four employees were kept on during the winter months but the seasonal staff of "coggers" has been hired and track work begun. "We're putting in a switch next week," Mrs. Teague noted, and Andre Desjardins, Faith's husband, who is track foreman has "all the tubes out and tools ordered with which to re-tube number 10." Some $125,000 has been spent since January *(1983)* to get things operating. "Ellen could open now in good shape," Faith said. If the sale goes through, however, it will open under new ownership. Four area businessmen are negotiating for its purchase at $550,000 - not the $1-million-plus which has been reported as the sale price. Out of that $96,000 goes to the company for repayment of loans and $50,000 to Bigelow and Company, the brokerage firm which handled the deal, in addition to taxes, Mrs. Teague pointed out. Along with the Railway, the Cog property includes 66 acres, 36 of which lie at the base. There's also 49 feet alongside the track starting at the base up to the Lizzie Bourne level, as well as a right of way for as long as the Railway exists. The Mt. Washington Cog Railway has had five owners including its inventor and builder Sylvester Marsh - the Boston & Maine Railroad and stockholders; Col. Henry Teague who took over the Company in 1931 and died in 1951; Dartmouth College; and then in 1962, Arthur Teague and his wife Ellen, who succeeded him in the post of president and treasurer. For 114 years the railway has operated a post office which opens on June 20 and closes before Columbus Day. Mrs. Teague doesn't know what will be done about that, yet, assuming the sale goes through. Though a major portion of her life is wrapped up in the Cog, Ellen Crawford Teague, is convinced, according to a book she authored, that she has conquered her mountain. Now, as she starts down its other side, she is looking toward new challenges in the hope Sylvester Marsh's dream is secure in the decision she has made."

- Manchester Union Leader - Mon, Apr 25, 1983

May 5th

New Hampshire Public Utilities Commission Order No. 16,496 approving transfer of ownership of a corporation and its railway subsidiary to a separate railway company.

- NH PUC Orders 1983 online

May 6th

Cog Railway Sold: "New Hampshire's cog railroad, which has carried hundreds of thousands of tourists to the top of the Northeast's highest peak, was sold Friday *(5/6)* to a group of Littleton businessmen. While no sale price was disclosed, published reports indicated ti was in the vicinity of $1.2 million. Lawyer John Rolli heads the group of four businessmen that purchased the steam-powered tourist railroad from the Teague family, which has owned it for than 20 years. With its steam-powered locomotives, the cog railway has been carrying tourists to the top of 6,288-foot Mount Washington since 1869, except for one year during World War I. *(Ed note: also closed during WWII - 1943, 1944 & 1945)* Repairs are planned for steam locomotives, the roadbed and parking lot."

- Brattleboro (VT) Reformer - Sat, May 7, 1983 pg. 2

May 18th

Sold to Littleton Businessmen: "The famous Mount Washington Cog Railway has recently been purchased from Mrs. Ellen Teague for more than $1 million. A group of Littleton businessmen, operating as The Cog Railway, Inc. are the new owners. They include attorney John M. A. Rolli of Bethlehem who practices law in Littleton, president; Loxley D. Ness of Bethlehem Hollow, a heavy equipment dealer, vice president; Joel A. Bedor, CPA, of Littleton and Attorney Wayne W. Presby, 2nd, of Bethlehem and Littleton who is associated with Rolli's law firm. Extensive renovations are planned for the 114-year old railroad including a new locomo-

tive which is being built and will be in service this summer. The other steam locomotives will come out of storage in a Lancaster machine shop this week. The Mount Washington Cog Railway will open for the season Memorial Day weekend."

- Littleton Courier – Wed, May 18, 1983 pg 12

May 23rd

Rehabbed Engines Moved: "The last of the Cog Railway engines was moved from the Thompson Manufacturing Building (in Lancaster) on Tuesday *(5/23)* and transferred to the base station at Mt. Washington. Three engines were stored in the building all winter, where they were worked on by Michael Kenly, Frank Kenison and John Mason, all of Jefferson. One engine was built brand new, and two others received repair and maintenance work. (T)he men have a combined total of 28 years of experience working with the Cog Railway. (The new No. 8 *Tip Top*) was the last one to be moved on Tuesday. Mr. Kenly estimates it cost about $150,000 to build the *Tip Top*. The other two engines, the *Colonel Teague* and the *Base Station*, which weigh an average of 17 tons, were just in for routine repair and maintenance work. "Each engine was placed on some rails in the shop which ran out to a flat-bed truck. From there it was pulled up to the vehicle. The procedure could take anywhere from one to two hours, " says Mr. Kenly. Although the engines have been moved from Lancaster to the base station, work on them is not yet complete. A lot of testing will be done this week at the base station shop, and when everything is in order, the engines will be taken a little way up the mountain to see how they operate. Seven Cog Railway engines keep the three men busy year round. In the summer they are joined by Arthur Minot of Bath. For the past six years, they have been working at the Thompson Manufacturing building during the winter months, five days a week. They expect that this past winter is their last one at that location. "There's talk going around that the road to the base station will be maintained year-round, and we'll be working there," says Mr. Kenly."

- Coös County Democrat - Wed, May 25, 1983 pg. 1

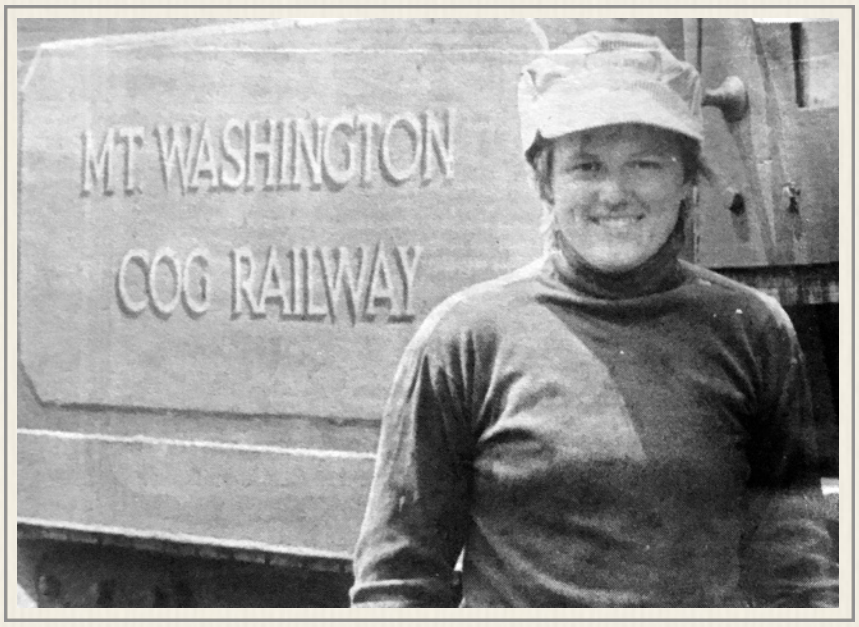


No. 3 Base Station is winched onto flatbed for transport (1983)

- Coös County Democrat photo

June 18th

First Woman Brakeman: "Laurie White, a 19-year old University of Vermont computer-engineering major, from Essex Junction, Vermont, became the first woman brakeman on the 117 year old Mount Washington Cog Railway the same day Sally ride became the first United States woman Astronaut to enter orbit. Laurie has been fascinated by "the world's most famous mountain climbing train" since she was 12-years old, and visited The Cog where her cousin, Dave Moody, had just begun working. A crew foreman today, Mr. Moody encouraged her to apply fo rhte job, which requirs a stiff examination administered by the New Hampshire Public Utilities Commission. "It's really the adventure of it," said the smiling coed, who delivers an onboard narrative during the trip up describing the history and operation of the steam powered locomotives that drive the passenger cars to the top of the highest peak in the northeast. "On a good day, there's a view that you cannot see anywhere else; and even when we're driving through clouds, it's the adventure of a lifetime!" On the way down, Laurie is all business, as she controls the passenger car braking system. John Rolli, the new president of The Cog Railway, Inc. said: "Laurie represents just one of the many changes taking place at The Cog this summer. Substantial improvements have already been made, including a new attitude of enthusiasm expressed by all of the people



Laurie White became the first woman brakeman in the history of the Mount Washington Cog Railway this summer (1983)

- A Mann Advertising Photo

working here." General Manager Bob Schafer added: "A lot of people thought a Brakeman's job was one that no woman could handle." That was also said about ski lift operators until a few years ago when Schafer hired the first woman operator at the Bretton Woods Ski Area in 1972. Mount Washington's unique mountain climbing Cog Railway first ran in 1866. Today, a total of 7 engines drive passenger cars to the summit of Mt. Washington. Adventure seeking tourists and residents of the state enjoy the most breathtaking view in New England while riding aboard the only steam powered, cog driven mountain climbing railway in all of North America. The Mount Washington Cog Railway was recently purchased by a group of Bethlehem, New Hampshire businessmen who have begun major improvements to one of the state's oldest attractions."

- North Country Weekly - Tues, Jul 12, 1983

June 22nd

Cog Makes Renovations: "Extensive renovations to the buildings and grounds of the Cog Railroad on Mount Washington are proceeding on schedule as the famous New Hampshire attraction recently began weekend operations, according to John M. Rolli, the Cog's new president. Rolli, who is extremely optimistic about the upcoming summer season, said that the renovations completed thus far, along with those that are planned, will surely be noticeable to this season's visitors. "We have nearly completed a new parking area, repainted all of the buildings and newly landscaped the grounds," said Rolli. "In addition to these improvements, several new attractions are planned for this year." In late July, a new trains station *(Ammonoosuc Station)* will be completed in the area of the parking lot where all visitors will be shuttled, a few hundred yards by the Cog, to the Marshfield station, he said. This will give everyone who visits a chance to ride even if they do not plan to journey to the summer. Also planned for this summer is a station halfway up the mountain with an observation deck and display enter where tourists wishing only to make half the journey will be accommodated. The Cog opened for the season on Memorial Day weekend and will operate only on weekends until June 26 when a seven-days-per-week schedule will take effect. "Over the Memorial Day weekend, we more than doubled our ridership totals of last year, even with one full day of rain on Saturday. We are extremely excited with our passenger count to date," said Rolli."

- Littleton Courier – Wed, Jun 22, 1983 pg. 6

July 5th

New Hampshire Public Utilities Commission Supplemental Order No. 16,496 directing new railway owner to comply with certain switch inspection and incident reporting procedures set forth in Order No. 13,745 on July 24, 1979 and Supplemental Order No. 14,241 on May 19, 1980. However, the Commission was unable to find copies of those orders in their files in July 2017, nor were they published in the annual collections of PUC orders issued for either 1979 or 1980.

- NH PUC Orders 1983 online

July 7th

New No. 8 Comes On Line: "It's been 119 years since *Old Peppersass*, the world's first mountain climbing cog engine made his first trip fuming and chugging up Mount Washington, but the engineering principle pushing him up and braking him down remains the same. The Base Station of the Mount Washington Cog Railway was crowded with dignitaries, tourists and townsfolk, all there for the christening of the newest member of the *Old Peppersass* family. "*Tip Top,*" built in the railway's winter workshop in Lancaster at a cost of $200,000, has the same wheel with teeth, or cogs, that the venerable *Old Peppersass* had. The cogs engage



SMILING SUNUNUS – Standing on the front platform of the newly christened Cog Railway engine, "Tip Top" are Mrs. Ellen Teague, former owner of the Cog Railway, and the ~~John Sununu~~ family, obviously enjoying the prospect of an exciting ride on the maiden voyage of the new engine. (Photo by Olivia Garfield)

- Littleton Courier - Wed Jul 7, 1983 p.1

the cog rail in the center of the track, permitting the engine to pull itself up the mountain. Governor John Sununu, accompanied by his wife, Nancy, and several of his children, christened the new locomotive, number 8 "*Tip Top*" with a bottle of water from the Ammonoosuc just as all of its predecessors were launched. *Tip Top* is almost identical to the other six cog engines, said general manager Bob Schafer. "The main difference is a five-grate boiler, making it stronger and more powerful.





Charlie's Angel: *The new No. 8 steam locomotive takes on a legacy name when it makes its first run to the Summit in celebration. (1983)*
- Rob Bermudes Jr Collection

The other engines have four grates. Beyond that, there are no changes from the basic design; just refinements, such as using materials that weren't available 119 years ago when the first locomotive was completed." A regular train's wheels cannot develop the traction required to climb 6,293-foot (ed note: Henry's measurement) Mount Washington. The cog system was devised to overcome this extreme vertical rise. Tip Top, the first new engine to be added to the line since 1972, will ferry about 50 passengers in cars up the mountain to the Summit where the new $4 million Sherman Adams building is located. The dedication ceremonies were attended by new owners of the Mount Washington Railway. Former owner Mrs. Ellen Teague was on hand to greet guests and to introduce the governor and former governor Walter Peterson who proclaimed this day the 14th Cog Railway Day since 1969, the Centennial year of the Railway. The Railway has been dedicated a National Historic Landmark by the Civil and Mechanical Engineers Association."

- Littleton Courier – Thu, Jul 7, 1983 pg. 1

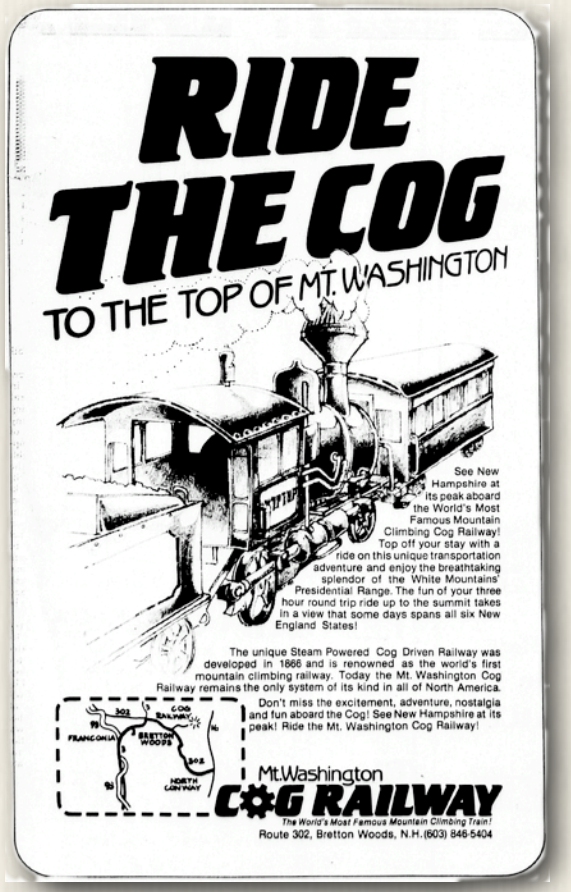
July 8th

Mann Advertising Hired: "Mann Advertising Inc., Bedford, says it has been retained by the Mt. Washington Cog Railway to help it with advertising, marketing and public relations. The scenic railway was bought earlier this year by John Rolli, Loxley Ness, Joel Bedor, and Wayne Presby, all of Bethlehem, and is being renovated. The ad campaign will included broadcast, print and outdoor adds, plus display and collateral materials. "A major commitment has been made to position The Cog Railway as a leading tourist attraction the entire North Country will be proud of, and we're very pleased to be part of that effort," said Warren F. Mann Jr., president of Mann Advertising."

- Manchester (NH) Union Leader - Fri, Jul 8, 1983 pg. 13

September 3rd

Maine Central Coal Train Ceases: "Maine Central Railroad yesterday *(9/3)* discontinued its daily freight train trip from (Portland, Maine) across New Hampshire to St. Johnsbury, Vt., but a railroad official said cargo would be shipped along that route when companies request it. In New Hampshire, the coal-fired Mt. Washington Cog Railway, which has



- Littleton Courier - Wed Jul 27, 1983 pg. 6



Cog Class of 1983: *(Row 1 L-R) John Rolli, Newt Washburn, James Pinette, Howard Balch, Chris Knight, Dave Moody, Barry Stewart, Greg Bell, Adam Rolli, George Burdick, Brett Hall, Vicki Hall, Ken Chadwick, Liz Mock, Nat Putnam, Dave Sime, Walter Mitchell, Colin Christie, Helen Xouture, Irv Johnson, (kneeling) Marie Emde. (Row 2) Loxley Ness, Laurie White, Liz Dunn, K.C. Villeaux, Mark Bertle. (Row 3) Bob Milliken, Ricky Aldrich, Steve Giordani (1983)*
- John Rolli Collection

carried passengers up the Northeast's highest peak since 1869, relies on coal brought by Maine Central trains. Vickie Hall, a dispatcher for the cog railway, said Friday *(9/2)* the company has not yet figured how it will get the 10 tons of coal it needs each day."

- AP report in Boston Globe - Sun, Sep 4, 1983 pg. 27

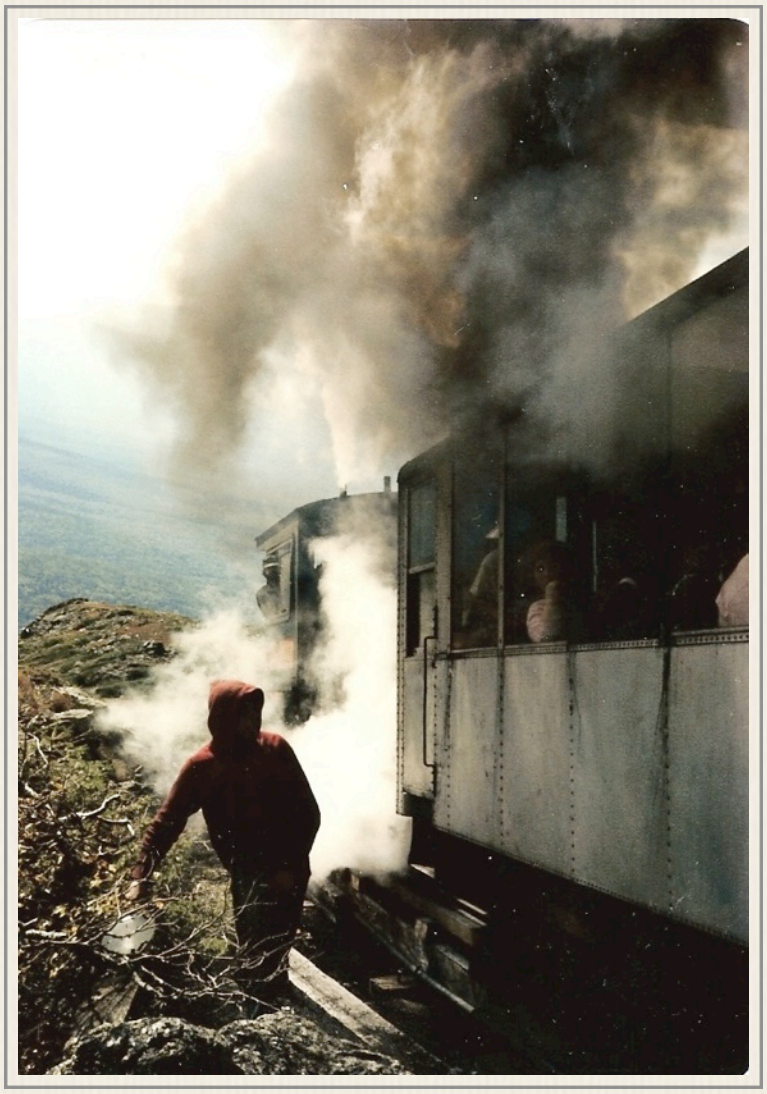
September 23rd

New Hampshire Public Utilities Commission Order No. 16,648 denying amendment of PUC Order 15,693 of June 7, 1982 relieving new company of responsibility of general replacement of Jacob's Ladder and let it use chemistry instead of replacement on Jacob's timbers.

- NH PUC Orders 1983 online

September 24th

A Lot to Learn: "How the Mt. Washington Cog Railroad came into existence (the result of the genius of a Littleton Man, Sylvester Marsh) and its impact on tourism and the economy of the region were detailed for the Littleton Rotary Club at its last luncheon session at Continental 93 Motor Inn. Ellen (Mrs. Arthur) Teague, who headed the operation the unique 114-year-old "operating railroad museum" since the death of her husband and until its sale earlier this year to a quartet of local business and professional people, briefly referred to her book, *"I Conquered My Mountain,"* describing 37 years of association with the Cog. "The new owners have a lot to learn but I think they are going to do a



Steaming past Jacob's (1983)
- All photos these pages - John Rolli Collection

tremendous job, sharing my determination to preserve the Cog as a public trust," said Mrs. Teague. The Rotary program also featured a slide show, "Railway to the Moon," produced and described by Donald Bray of Reading, Mass., a professor at Northeastern University and a historian of the Cog Railway. He noted that the Indians held the original White Mountains in awe and that it was named in 1784 for Gen. George Washington. It was to become the site of the first mountain-climbing cog railroad in the world on July 3, 1869, operating continuously since that time with the exception of one year in the First World War and three years in the Second World War. It is considered by many "the biggest treasure in New England," its course covering 3¼ miles to the Summit of the highest mountain in the northeastern part of this continent. Guests included Alexander Hamilton of Whitefield, honorary vice president of the Cog Railway. For seven years he was executive vice president." *- Littleton Courier – Thu, Sep 21, 1983 pg. 4*

October 26th

Tip Top to get New Top: "Mountain Musing: "In talking with former Gov. Adams chairman of the Mount Washington Commission, and former director of State Parks Paul Doherty who has been associated with the project, we learned that the 130-year old Tiptop House at the Summit of Mt. Washington (the oldest building on a major mountaintop) is scheduled for a major overhaul with the approval by the last Legislature of $100,000 in a continuance of the 10-year program that included constructing the new Sherman Adams Summit House that has been so popular with visitors since it opened a few years ago. The roof will be replaced to resemble the original one of 1853 and the interior restored so that the building can house a museum. The Tiptop House offered hotel accommodations beginning in 1869 with the coming of the Cog Railroad, the roof being raised, and 17 rooms added. The hotel ceased in 1874 when the first big Summit House was erected and was used for help's quarters and storage until it was pressed back into service as a hotel in 1908 when fire destroyed the Summit House. The Tiptop House itself burned in 1915, only the walls remaining upon which reconstruction occurred to again provide help's quarters and storage space, and in more recent times serving as a storage facility. It has been a landmark servicing several generations of people reaching the Summit in all sorts of conveyances and afoot via the many mountain trails."

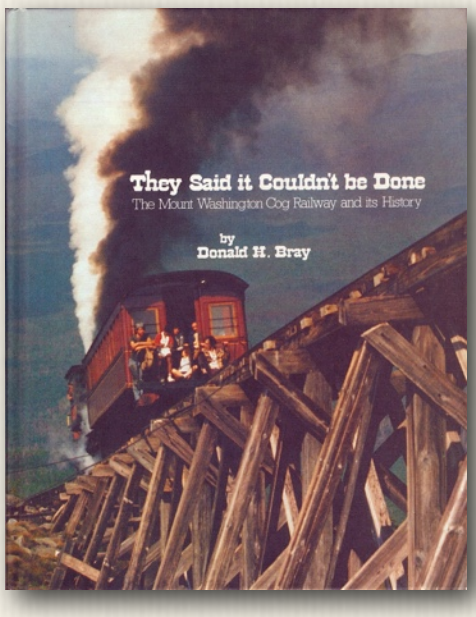
- Littleton Courier – Thu, Oct 26, 1983 pg. 1A



Eric Chase: *"Stupid broken side stack valve"* ***Richard Crandall:*** *"Who could still get on the roof of an engine at SkyLine?" (1983)*
- Margaret Machell Corey Collection



1984



Electricity is brought in on the Base Road allowing winter work in the shops. A crew now works at the Cog all year long. Donald Bray writes an up to date history *(left)* of the Cog in his book *They Said it Couldn't be Done.* Bray says that book had to be "cleansed" for the tourist - "everybody had to be a nice guy." He since has written a manuscript for Coggers that pulls no punches and likely won't be published until after his death, if at all.

http://www.cog-railway.com/03timeline.htm

Major overhauls begin on engines and tracks.

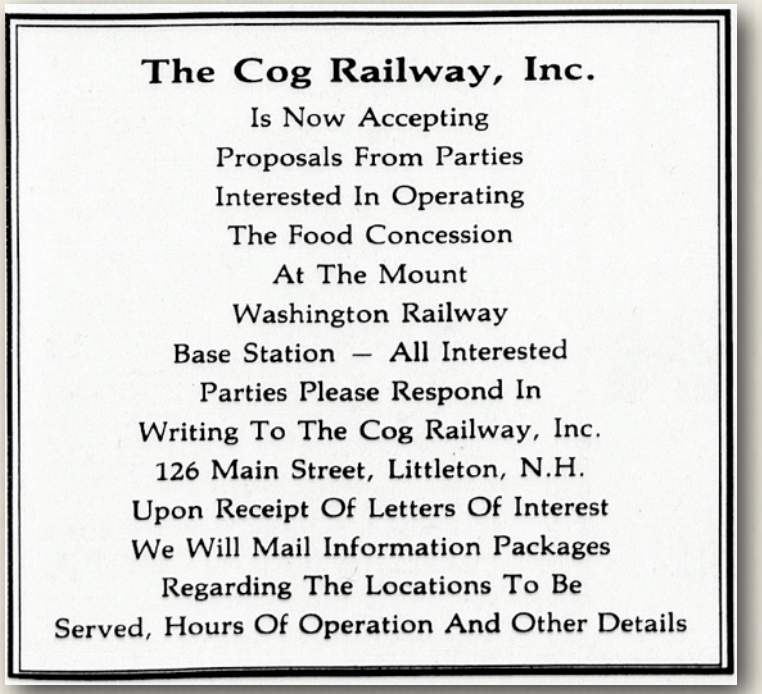
http://www.cog-railway.com/03timeline.htm

June

Aiming for Engineer: "Heather Allen of Thornton, NH is determined to work her way to the top. The slender 20-year old with the friendly smile has set her sights on being the first woman engineer aboard the Mount Washington Cog Railway. This summer she took the first step on that journey when she passed her examination to become a brakeman. Working on the 118-year old railway was an all-male profession until last summer, when 18-year old Laurie White of Essex Junction, Vt. broke through that barrier. Only the second woman to pass the rigorous brakeman training and the first from New Hampshire, Allen says she "won't be satisfied until I'm an engineer." A first year nursing student at Keene State College, Allen said she was attracted to the railway job because "it was just something totally different." The brakeman's responsibility is awesome. For safety reasons, the Cog engines that push the passenger coaches up the steep incline of Mount Washington are not attached to those coaches, and it is the brakeman's job to keep the coaches descending several inches behind the engines on the return trip. Although for the most part Allen can relax during the ride up the mountain, during which she chats with passengers about the scenery and history



Brakeperson Heather Allen at the controls (1984)
- Manchester Union Leader photo



- Littleton Courier - Wed, Feb 15, 1984 pg.11A

of the area, the ride down is "all work," she says. Learning when and how to brake the coach comes "just be listening," she said. Her trainer, Peter Oechsle, spent long hours with Allen on her 28 training rides up the mountain, teaching her the fine skills involved in the job. "You have to get the rhythm," she explained. Oeschsle had only praise for his young student, who had "a really good attitude" right fro the start. "Nobody thought after that first day that she'd come back, with the amount of lifting there is and the hard work for a girl her size. Sure enough, though, here she was the next morning at 8 o'clock, smiling," he recalled. "She seemed to just jump right into it." Although some teasing for the attractive young woman might have been expected, Allen said she got nothing but support from her male co-workers at the railway throughout her training. "If it wasn't for them I wouldn't have gotten through it," she said sincerely. Her fellow crew members are not the only ones who have supported the young brakeman. "I get cheers every now and then from the passengers when I announce Im the second 'brakeperson' in the entire 118-year history of the Cog," she said. Although she acknowledged the job is "good hard work," she said it requires as much brains as brawn to handle the brake. "Half of it's muscle and half of it's knowledge.

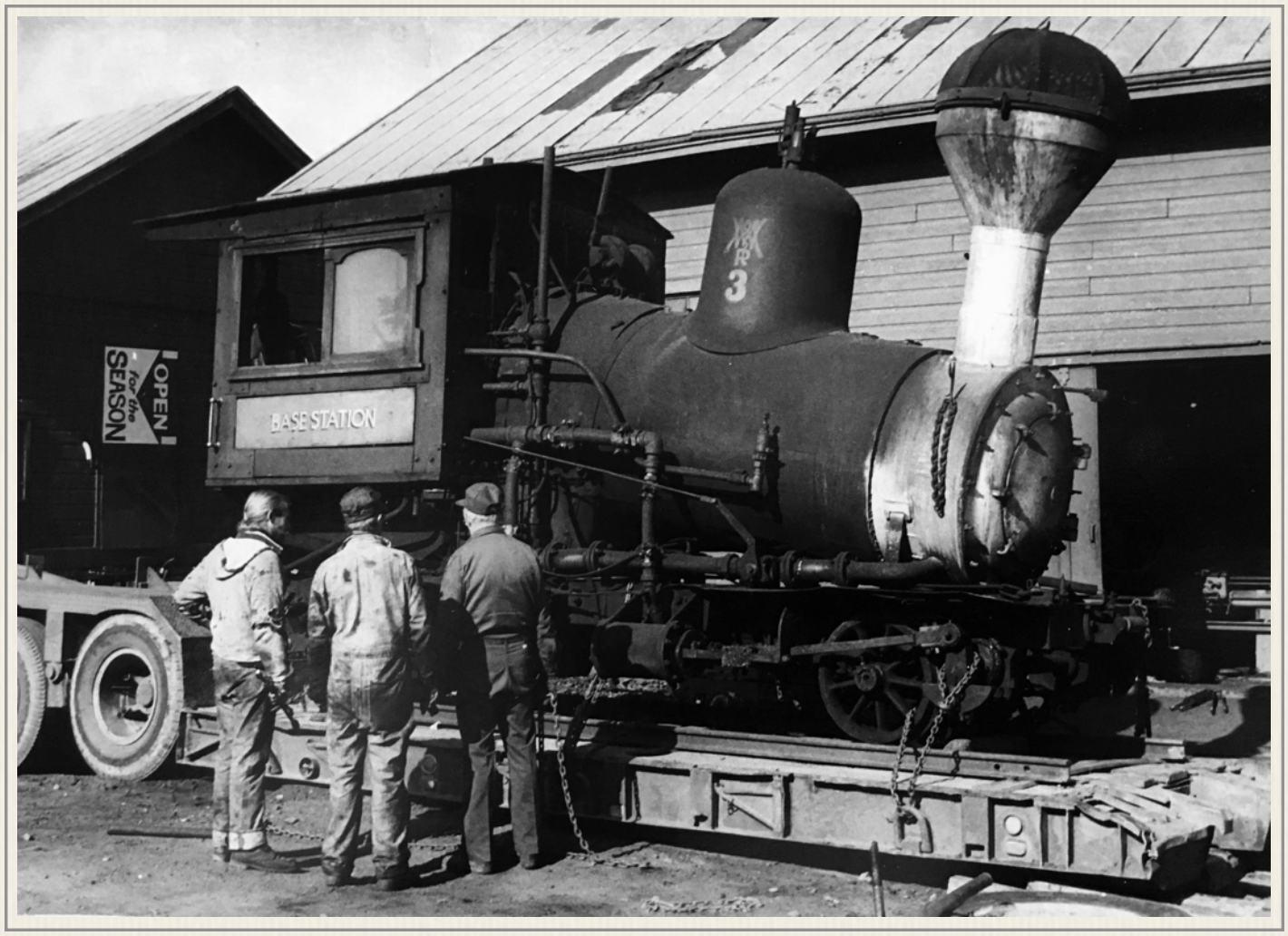


No. 8 Crew: *Amanda Sodergren: "My friend sent this to me (L-R) my dad - Greg Bell, Pete O, not sure who is next to him and Heather (1984)*
- Sodergren Family Collection

The next step for Allen is becoming a fireman, the person who is responsible for shoveling the coal into the engines and "firing" them. Oechsle predicted the tough, dirty work will be the most difficult challenge for his young trainee, but he said, "Everybody's rooting for her." Finally, she will train as an engineer, learning to control the speed of the car and maintain the engines. Allen is undaunted by the fact that until a year ago, being a brakeman was a male-only profession. "It just seems like, well, if they can do it, why can't I?" She said being outside most of the day is her favorite part of her job, and she noted, despite her many trips up the incline, she still enjoys the view. "It's a lot more fun than toy trains at home," she joked. Although she begins nursing school in Keene this fall, she expects it will take her several years to obtain her degree, and she plans to spend summers in the meantime working on the railway. She smiled and acknowledged her two professions are "exact opposites. One's nice domestic work and the other's kind of wild," she said with a grin. The interview with Health Allen was over with the end of her break between rides. "I



- Littleton Courier - Wed, May 16, 1984 pg.6A



Engine No. 3 on trailer to go down the mountain for repairs (Oct 21, 1984)
- Union Leader photo - Courtesy Joe McQuaid

have to run, my train's leaving," she said, and was off, her tawny hair flying behind. If spunk and determination are any key to success, then Heather Allen is a sure bet to accomplish her goal."

- Manchester (NH) Union Leader

July 8th

Public Paycheck Complaint: Action Line: "**Q.** I was employed by the Mt. Washington Cog Railway, Mt. Washington, N.H., June 4-6. As of this date, I haven't received pay for my final day of work there. The work week at the railway begins on Wednesday and ends on Tuesday. I received my pay for June 4 and 5. But after repeated attempts by mail to get my pay for the 6th, I've received no check and no response. The amount I'm owed is $30 minus the usual deductions and $6 for room and board for that day. I am totally broke and this money means quite a lot to me. I can't afford to keep writing to management there or calling long distance. W.G., Providence. **A**. "You have your paycheck for June 6. Also, you may be going back to work as a brakeman on the Mt. Washington Cog Railway. When we called John Rolli, president of the railway at Mt. Washington, he checked his books. He said that, although you had worked two days of one work week and one day in another and ordinarily would have received two paychecks, he thought pay for time worked in both weeks had been combined and put in the one paycheck you received. Upon learning that this was not the case, he said, he would send you the amount owed you immediately.. You received it four days later. Rolli apologized for the error and said he hadn't received any of your letters. He also offered you your job back as a brakeman on the railway. And he said this time you would work as a brakeman and would not be assigned to cleaning up the grounds. It was your assignment to clean p work that you objected to and that was the main reason you left. Rolli said business was quiet on the railway in early June but now has picked up considerably and your services are needed on the train. You say you're still thinking about whether to go back to the Cog Railway."

- Providence (RI) Sunday Journal - Sun, Jul 8, 1984 pg. 33

August 1st

No Freebies for Hikers: Editorial: "We can't fault the owners of the Cog Railway for wanting to make a buck (or even two), but is it really necessary, or fair, for hikers to have to pay an access fee to get to the trailheads on Mt. Washington? Regardless of whether this is an oversight by the U.S. Forest Service, or by the owners of the Cog Railway, the problem remains that two very popular trails to the summit of Mt. Washington begin at

the Base Station of the Cog Railway. And that's private property, with a $2 access fee per person – whether you plan to ride the Cog or hike the trails Even those entering the area on foot are required to pay by the head. The situation could be remedied with a little public interest. According to Forest Service sources, there's a plan to reroute the trails around the private land and create a new parking area, but no funding is available. We were also told that funding is distributed according to priority. And priority is determined in part by public concern. In other words, the squeaky wheel gets the grease. For those of you who have run into this $2 fee and don't like it, we recommend a letter to the United States Forest Service, c/o the Ammonoosuc Ranger district Headquarters, in Bethlehem. Telephone calls aren't really sufficient as the complaint should be in writing. Perhaps – being in the position to benefit from the location of the present trailheads, the owners of the Cog would consider contributing a percentage of the receipts for parking (and walking through the lots), to go towards rerouting the trails. Such a gesture would ensure not only a quicker solution to the problem but help smooth over any strained relations between the Cog and the general public which may have resulted from the present situation. - JS"

- Littleton Courier – Wed, Aug 1, 1984 pg. 4



- John Rolli Collection

September 12th

End of Hiker Fee Sought: "The Randolph Mountain Club has come out in opposition to the two-dollar fee imposed on some hikers wishing to use two popular trails up Mt. Washington. The two trails, the Ammonoosuc and Jewell, begin on private property at the base of the Cog Railway. Owners of the Cog Railway have recently adopted a fee schedule which charges people wishing to enter the grounds. At their annual meeting in August, the RMC adopted a resolution stating that since the public had enjoyed unobstructed passage through the area of the Base Station for so many years that a legal right of passage has been established. The norther New Hampshire club, which maintains four huts and nearly 100 miles of trails in the northern Presidential Mountain Range. Owners of the Cog Railway have recently adopted a fee schedule which charges people wishing to enter the grounds of the northern attraction. Cog Railway president John Rolli says all hikers wishing to leave their vehicles parked in the attraction's lot are charged, as are those who have left their vehicles outside the gate in order to avoid the fee. But he said, serious hikers who have obviously been on the trail awhile are allowed access to the trailheads. Rolli also pointed out that application of the fee is left up to the judgement of the employee at the gate. According to Arthur Gigliello of the Ammonoosuc Ranger district in Bethlehem, the National Forest Service has a plan to reroute the trailheads around private land, but so far, money has not been allocated for that project."

- Littleton Courier – Wed, Sep 12, 1984 pg. 2

December 5th

Racheteer & Early Cards: Mountain Musing: "We want to pass along one more item from our column of July 27, 1941: "The Mount Washington Hotel publicity source refers to Col. Henry N. Teague, president of the Mt. Washington Cog Railroad, as 'America's leading ratcheteer, a benign high priest presiding over an altar of scenic majesty!" Those who knew the colonel found this description apt. This is to lead into a current association with the "Cog" – Ellen (Mrs. Arthur) Teague (who with her late husband followed in the footsteps of Henry in owning and operating the mountain railway for many years), was the first to go get her Christmas cards in our mail this year, the arrival shortly after Thanksgiving eclipsing the yuletide greetings from former Gov. Sherman Adams of Lincoln who for as long as we can remember was ahead of everyone else with his Christmas mail. Incidentally, the "ratcheteer" referred to the ratchets that play such an important role in the motive power of the colorful little engines that ply up and down New England's highest peak."

- Littleton Courier – Wed, Dec 5, 1984 pg. 8A



- Larry Broadbent Collection (Sept 1985)

March 27th

Addressing Chamber Labels: The Twin Mountain Chamber met at the Town Hall March 19 with 14 people present. President Frank Caruso stated all attractions seemed receptive to purchasing ads in the new Twin Mt. brochure. The bulk mailing was discussed, and it was decided inserts will be limited to attractions and Chamber brochures. John Rolli of the Cog Railroad reported that the Chamber could use their computer for addressing labels."

- Littleton Courier – Wed, Mar 27, 1985 pg. 12A

1985

Food Concessionaire Wanted:

1985 Summer Season
Mt. Washington Cog Railway

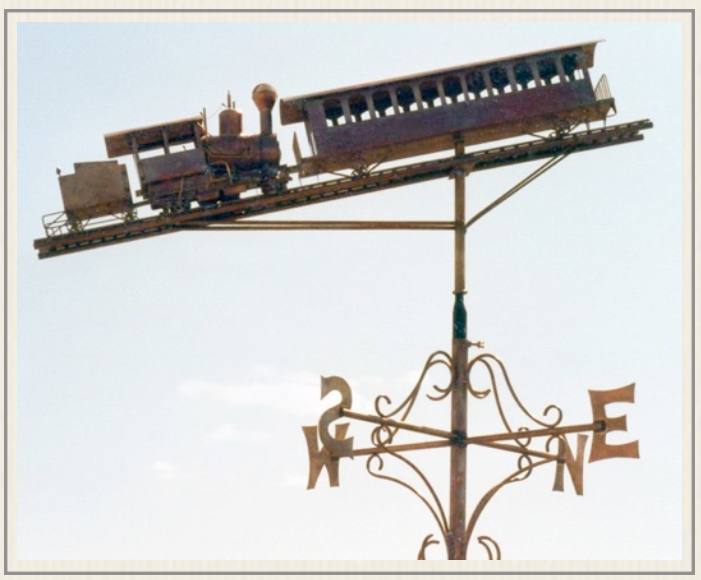
Send proposals to:

126 Main Street
Littleton, NH 03561

- Littleton Courier - Wed, Mar 13, 1985 pg.5B

April 5th

Which Way the Wind Blows: "Copper weathervanes by J. Don Felix of Hampton (NH) is the featured April highlight of the month exhibit at the Exeter Craft Center. Felix recently completed a piece for the Garden State Race Track in New Jersey, a sculpture consisting of two 4/4-foot race horses which will be exhibited in the jockey room at the track. He was also commissioned to design and execute a *(3-foot long)* replica of the Mt. Washington Cog Railway train for the railway's museum *(below)*." *- Manchester (NH) Union Leader - Fri, Apr 5, 1985 pg. 40*



L & D Concessions, Inc.

Requires experienced breakfast and lunch cook. We are located at the Base Station of the Cog Railway.

Call

Liz at 846-5538
or 444-6602

- Littleton Courier - Wed, May 30, 1985 pg.6B

1985

June 17th

NH Jaycees Take the Cog to the Flatlands: "More than 5,000 Jaycees and families gathered here (in Indianapolis) for their 65th annual convention. President Reagan is scheduled to address the convention Wednesday. He last spoke to a Jaycees' national convention in San Antonio, Texas, in 1981. Chrysler Corp. Chairman Lee A. Iacocca was speaking today at the opening ceremonies at the Indiana Convention Center and Hoosier Dome. Delegates are expected to vote on a proposal to dissolve the Jaycee Women organization and incorporate its members into the Jaycees. Since a Supreme Court ruling last year required Jaycees to allow women members, the organization has changed its by-laws to accept members of both sexes. The Indianapolis convention will be the first national meeting since that change. Women have made up half of the recent recruits by the Indianapolis Jaycees, said Charles W. Koehler, past president of the organization. The U.S. Jaycees, a leadership training organization, has more than 290,000 members between the ages of 18 and 36. On Wednesday, elections for the national president and 11 national vice presidents will be held. Other scheduled events include a speech by television personality Danny Thomas to promote the work of St. Jude's Children's Research Hospital in Memphis, Tenn." New Hampshire delegates to the convention went to Indiana sporting enamel lapel pins fashioned in the shape of a Mount Washington Cog Railway train. Thirty-six years after the event, one of those pins *(right)* appeared on eBay from a seller Terre Haute, Indiana. The asking price $17.50.



- Associated Press - Jun 17, 1985 / eBay - accessed Jan 14,2022

July 3rd

Riding the Rails for Recreation: Mountain Musing: "A Franklin man has invented a conveyance that converts abandoned railroad tracks into opportunities for enjoying a leisurely ride through the quiet countryside, providing one's own motive power much like operating a paddleboat. What makes this bit of Americana of special interest is the fact that using railroad tracks for personal propulsion, the Cog Railroad once had a high-speed operation in the form of slideboards, about three feet long and a foot wide, reinforced with metal and quipped with a lever-operated friction brake. The railway personnel used this strange device to return to the Base after a day's work at the Summit or along the track. They developed it soon after the 1869 opening of the railway, and slideboards (which certainly must have provided a hair-raising method of descending the peak) continued in use until 1930 when they were banned for safety reasons – a good run down the three-mile stretch of railroad tracks was 10 minutes but the record slide was two mins. 45 seconds!" *(Ed note: Columnist Jack Colby mistakenly repeats the Aiken genesis story.)* *- Littleton Courier Wed, Jul 3, 1985 pg. 7A*

August 8th

Cog Safety Report Ready / Trains Collide: "The chief engineer for the Public Utilities Commission said Friday *(8/9)* that a report evaluating the safety of the cog railway up Mount Washington is finished. But Bruce Ellsworth said the report probably won't be made available until Monday *(8/12)*. State rail inspector Walter King completed his report Thursday night but no one has seen it, Ellsworth said. King was not in his office Friday. King made the report after a Pennsylvania couple who rode the rain in June questioned the railway's safety. Coincidentally, two cogway trains collided in fog on the mountain on Thursday *(8/8)*. No one was injured in the low-speed crash, but King went to the mountain Friday to investigate."



New No. 8 Tip Top on Mt. Washington's Tip Top (1985)
- Stanley Boynton photo / NERAIL.org

- Brattleboro (VT) Reformer - Sat, Aug 10, 1985 pg. 2 / See Vol. 1 - Cog Documents for actual reports



1985 Softball Team: (L-R) *"JR, JB,Amy, Wecker,Tim, Rob,Peter O, Ringer, Steve Comeau,?" means John Rolli, Johnny Bolton, Amy, Wrecker, Tim, Rob, Peter O, Ringer, Steve Comeau, ??? (1985)*
- Both photos this page - John Rolli Collection

August 9th

Safe & Operational: (UPI) "The Mount Washington Cog Railway was declared safe and operational yesterday *(8/9)* following the second mishap this summer involving the popular tourist rail on the Northeast's tallest peak. An investigation into a June 18 incident during which passengers reportedly became hysterical and screaming is still incomplete, said Bruce Ellsworth, chief engineer at the Public Utilities Commission. The steam-powered cog railway runs up the steep mountain on rails and a geared track. It is a popular White Mountain attraction." *- Pittsfield (MA) Berkshire Eagle - Sat, Aug 10, 1985 pg. 19*

August 12th

Cog Safety Affirmed: The Mount Washington cog railway is safe to ride, a state Public Utilities Commission engineer said in a report released Monday *(8/12)*. Chief Engineer Bruce Ellsworth recommended no changes be made in the train's operation. The report was prompted by complaints by a vacationing Pennsylvania couple who rode the train in June. They said the train was unsafe and that two trains were on the same track. "They were concerned there was more than one train on a track at one time and that one train had to sit on a siding while another one went by," Ellsworth said. "In fact, that is standard procedure... set by this commission many years ago." Ellsworth said the train had valve trouble the day the couple rode it and was temporarily repaired, as the vacationers said, with wood and wire. But he said permanent repairs were made once the train reached the bottom of the mountain. *- AP story in Burlington (VT) Free Press - Tues, Aug 13, 1985 - pg. 2*



No. 4 at new bunker (Aig 1985)
- Henry Vaughn photo

October 2nd

Brisk Book Sales: Mountain Musing: "Since the publication in June 1982, of an intriguing story of the Mount Washington Cog Railroad, titled *"I Conquered My Mountain,"* by Ellen Teague now of Whitefield, there has been a brisk sale, particularly at the Base Station of the unique mountain railroad and at the Village Book Store in Littleton. We mention this now



- Littleton Courier - Wed, Sep 25, 1985 pg.10A

as people are beginning to think about Christmas gifts and would recommend *"I Conquered My Mountain"* as something that would be appreciated by families everywhere. This is a book about superlatives, the publishers Phoenix Publishing of Canaan are happy to note saying that Mount Washington, New Hampshire's highest mountain; the world's first cog railway built by a Littleton man to the top of the mountain; Arthur Teague, one of World War Twos most decorated heroes; and Ellen Teague, his wife, mother and railroad executive who raised her family successfully while meeting and overcoming a series of tragedies with faith and optimism. The Cog Railway will conclude its 118th season on October 20, weather permitting, after a successful summer, ferrying passengers from all parts of the country to the Top of New England."

- Littleton Courier Wed, Oct 2, 1985 pg. 4A

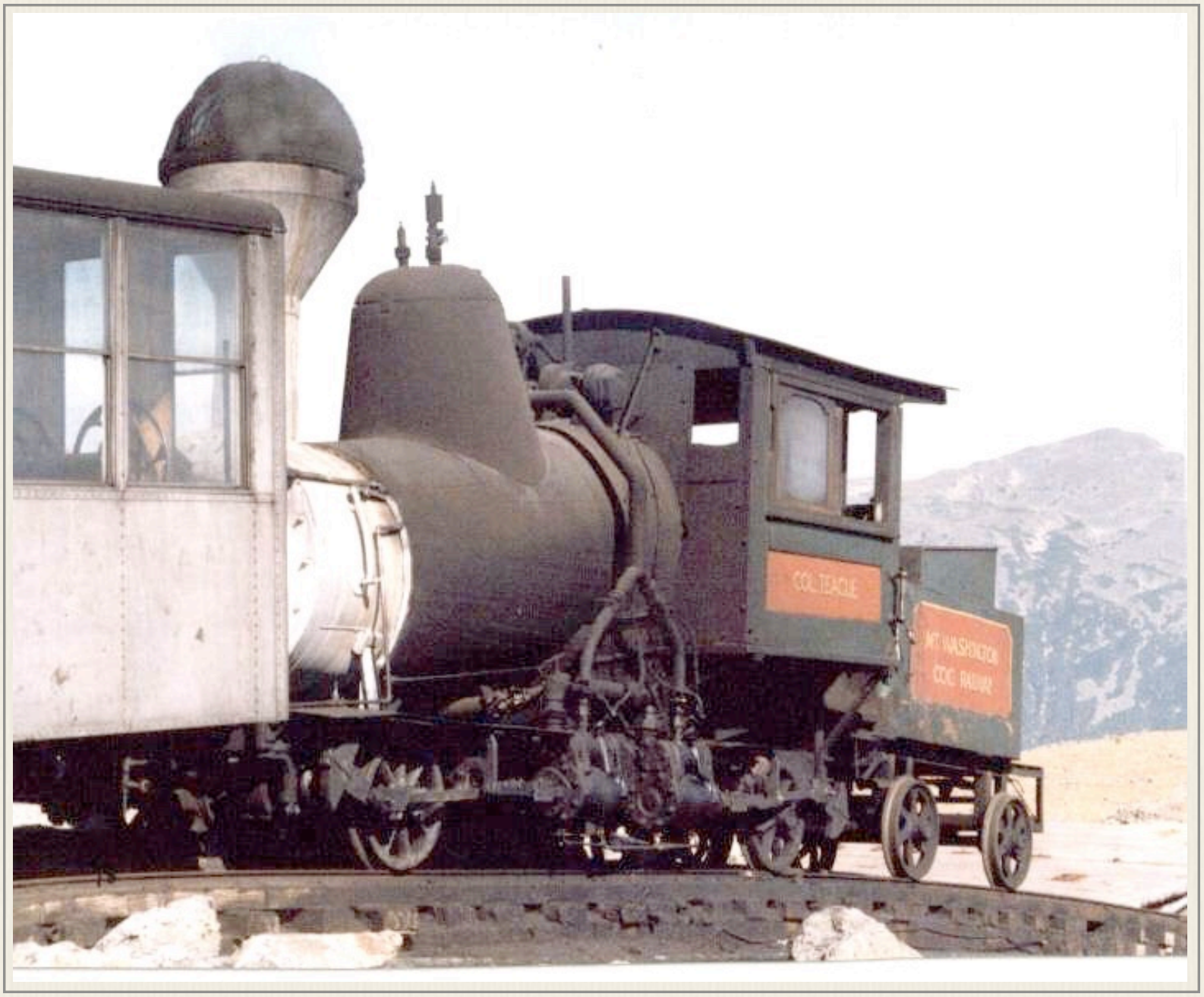
Some Reviews - Not So Much: Review Essay: "*I CONQUERED MY MOUNTAIN: The Autobiography of Ellen Crawford Teague*. By Ellen Crawford Teague. Canaan, New Hampshire: Phoenix Publishing Co., 1982. ix + 161 pp. Illustrations. $13.95. By 1869 Sylvester Marsh had built the first mountain cog railway, climbing 3,265 feet to the summit of Mount Washington in New Hampshire, over a maximum grade of 37 percent. On a mountain with some of the most severe weather conditions recorded, this was no small accomplishment. Swiss engineers and others later used Marsh's ideas, but his brainchild is the oldest, the steepest, and is still operating. In 1951 "Colonel" Henry Teague, then owner of "The Cog," died and Dartmouth College took over the railroad. Arthur Teague (no relation), who had been general manager, remained and in 1962 Arthur and Ellen became owners. Ellen was much involved in management, and upon her husband's death in 1967 she became chairman and president until her retirement in 1981. Mrs. Teague is an able person, but she did not "conquer" the mountain, nor was it "hers." Neither has she conquered the art of autobiography. Her story is poorly organized and badly written. It is difficult to shift one's attention frequently and erratically from the mountain railroad to incidents s of socialite life in Philadelphia and Florida and intimate details of family history. The overly self-celebratory style blurs the picture of ability, strength, and persistence that could have emerged. The mountain and its railroad should have had star billing."

- Edgar P. Wyman - Journal of Forest History - Jan 1988 pg. 42

October 30th

Cog Concessionaire Wins Cannon Contract: "For the first time in nine years, Granite State Concessions will not be operating the food services at Cannon Mountain this winter. Last week, the Governor's Council unanimously awarded a six-month contract for the food concession in the Notch to L&D Concessions of Bethlehem, operated by Liz and Joe Bradish. L&D was the highest of four bidders for the food service contract for the ski area, while Granite State was the lowest. According to William Carpenter, Supervisor of parks for the Department of Resources and Economic Development, L&D offered the state 26.6 percent of the gross income of food sales up to $500,000 and 27.7% over $500,000. The state will also receive 30.1 percent of the sales of beer wine. According to Carpenter, the gross sales off a "good winter" at Cannon total about $300,000, and the state percentage comes off that amount. He noted that the state had no reason not to take the high bidder for the contract, adding that L&D is experienced in the business and ran the concession at the base of the Cog

Railway this summer. The contract was awarded for only six months because the state is reorganizing the state park concessions." *- Littleton Courier Wed, Oct 30, 1985 pg. 1*



No. 10 at Summit (Sept 29, 1985)
- Chuck Petlick photo - NERail.org



Awaiting Repair: *"Cog Railroad Locomotive Waumbek at the Shops in Bretton Woods NH. This Locomotive is one of only a couple (of steamers) that still operates on special trains at the Cog. (Sept 1985)*
- Larry Broadbent photo & Facebook post on May 18, 2020 at 1:04 PM

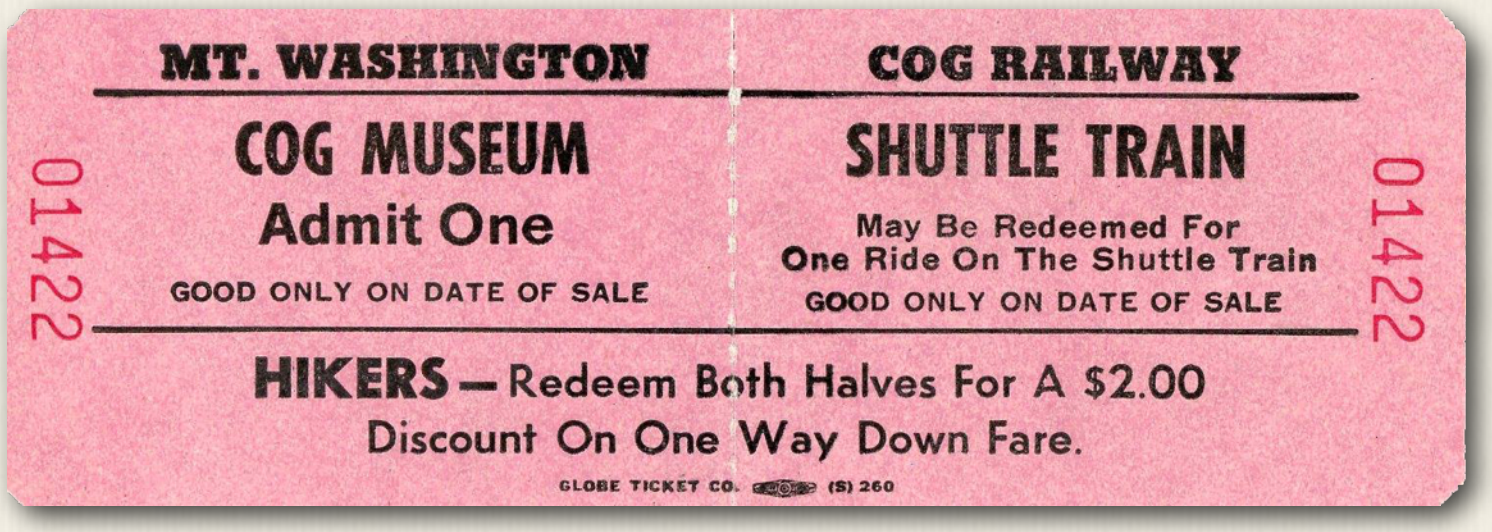
1986

Feb 5th

Shorey Collection at Summit: "The Summit Museum atop Mount Washington has obtained the collection of a noted North Country scenic photographer. The Guy L. Shorey collection, donated recently by Shorey's heirs, includes glass plates, negatives, prints and artifacts from the photographer, who was active in this area during the early part of this century. Shorey was an avid White Mountain hiker and is well known for capturing scenes in the North Country. He photographed many of the early huts and shelters of the Appalachian Mountain Club, and was on hand to document the transition from horses to automobiles on the Mount Washington Carriage Road. One of his best-known series of photographs is that of the summit fire of 1908 which destroyed the buildings atop Mount Washington. Other photos center on lumbering operations, railroading, the town of Gorham and winter scenery. He produced over 1500 postcard views which were sold throughout the White Mountains, and was one of the only American photographers to use a panoramic view camera. Museum staff members will now undertake the task of reserving, cataloguing, and storing the material in the Shorey Collection. Among these tasks will be the copying of volatile nitrate-based negatives. Cataloguing of this and other museum collections will be accomplished on the museum's new DECmate II computer which was recently purchased through a matching grant from the manufacturer. The cost of maintaining the Shore collection will be defrayed in part by a $10,000 grant from the Gladys Brooks Foundation, which is administered in New York" *- Littleton Courier – Wed, Feb 5, 1986 pg. 3*

March 19th

Rolli Sells His Share: Mountain Musing: "Attorney John M.A. Rolli of Littleton and Bethlehem may some day be owning a five-mile scenic railroad in the state of Hawaii, and may also be operating a scenic rail line in the Lincoln area, as he gives his full time in semi-retirement to railroading interests. Earlier this year he sold his interest in the Mt. Washington Cog Railway after three seasons of operation, during which he also phased out his Littleton law practice established in 1970. He is vice president of the North Stratford Railroad Co. established in 1975 and when the State of New Hampshire purchased a branch line of the Maine Central Railroad, the company headed by Edward Clark of Littleton as president and with John's wife Anna Rolli as treasurer, began operating the 22-mile run, once a week bringing out products of the Ethan Allen Furniture Co. in Beecher Falls, Vt., via West Stewartstown and Colebrook to join with the Canadian National Railroad in



- Paul Forbes Collection

North Stratford, making connections for nationwide distribution of the Beecher Falls production. Mr. Rolli has been to Hawaii on one occasion in connection with the possible business venture there, and he said his plans for the Lincoln line are in the exploratory stage. John and two sons in Feb. spent some time in Florida where they called on Vonley M. Ruggles, former well-known Littleton businessman. They found him enjoying life in Sunshine Key south of Marathon where his diversions include daily fishing (he has a commercial fishing license), and anticipating the weekly arrival of his Littleton Courier. The North Stratford Railroad Co. maintains an office in Littleton." *- Littleton Courier – Wed, Mar 19, 1986 pg. 8A*

April 2nd

Walter King at Rotary: "The Littleton rotary Club met a Continental 93 for the regular luncheon session and heard Walter King of the Railroad Safety Division, discuss railroad safety. During a question period, King said that investigation by his department of a complaint by a passenger last summer *(1985)* of the Mt. Washington Railroad, showed the railroad was being operated in safe manner."

- Littleton Courier – Wed, Apr 2, 1986 pg. 9

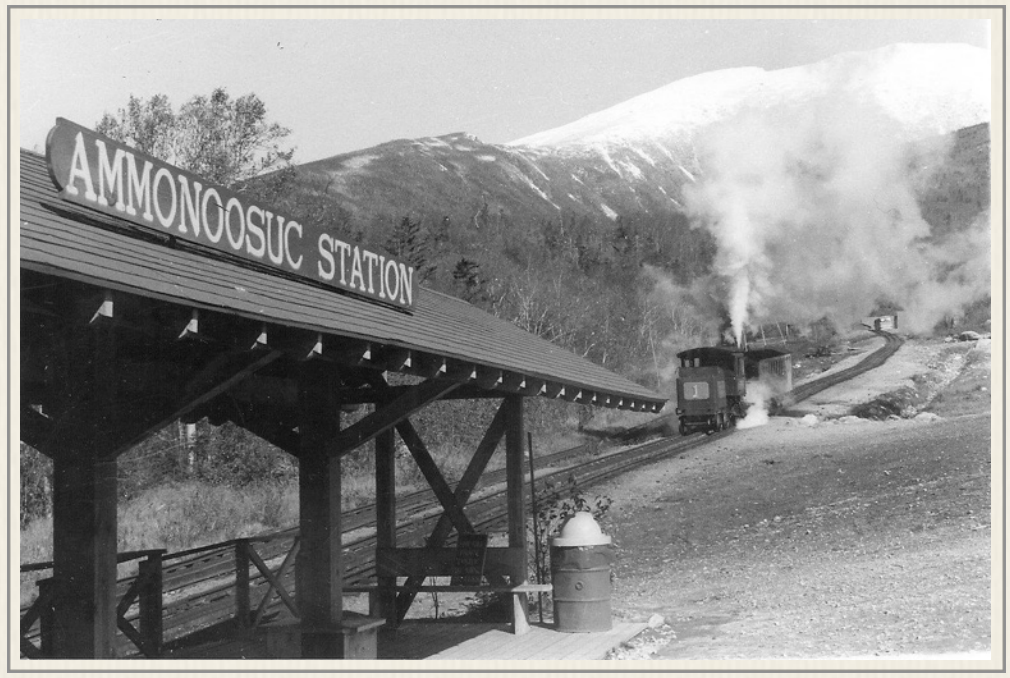
April 17th

New GM: "Bradford N. Williamson of Wakefield has been named general manager of the 124-year old-old Mt. Washington Cog Railway. Since 1972, Williamson has been employed by the Wolfeboro Rail Road, the past four years as general manager. A civil engineer, he studied restaurant management at UNH and track maintenance at the Railway Education Breau in Omaha."

- Manchester (NH) Union Leader - Thu, Apr 17, 1986 pg. 31 & Tue, May 6, 1986 pg. 26

May 21st

New Trailheads Coming: "This month, the U.S. Forest Service released – to both the pleasure and dismay of the special interest groups – its 10-year plan for the WMNF, covering the period from 1986-1996. In the Ammonoosuc District: new trailheads will be constructed for the Ammonoosuc Ravine and Jewell Trails, which currently begin on private property at the base of the Cog Railway. Although this work is scheduled to be done in 1988, it is considered a priority and may be completed as early as this summer. Parking areas for



No. 1 heads for Marshfield *on shuttle run from Ammonoosuc Station. Bobby Trask remembers "We had a snack bar at Ammo Station. All engineers had to take a turn running the train for a day." Paul Forbes: "For a short time, you had to pay a fee to enter the base. That fee allowed you to get on a train at the Ammonoosuc Station and ride up to Marshfield." Brian McMinn: "Near the end of it's days it was used as housing, then later for showers for commuting staff. The building (formerly girls dorm) had some old time characteristics, like many others there." Barbara Cousins Lennon: "During my time at the cog ('92-'95) Ammo Station was our party place. Huge bonfires, kegs of beer, always Molson or St Pauli girl (yuck). Mr and Mrs Slattery would host a big cook out there every summer because three of their kids (Gareth, Sean & Samantha) worked there, great people. I even remember a clam bake. But the building itself was not in use then. Great memories!" (1984)*

- E. B. Robertson Collection via Conrad Ekstrom Jr.



- Littleton Courier - Wed, May 29, 1986 pg 1A

June 8th

New England Steam Trains: Reporter Mary Maynard Drake: "The smell of coal-burning engines, the sound of steam whooshing from air brakes, the feel of wet steam/cindery smoke of a REAL train do not have to remain just memories. You can relive them - and let your children experience them - on several steam railroads in New England. The most adventurous steam-train ride is on the Mt. Washington Cog Railway, which climbs a trestle three-and-a-half miles to the top of 6,293-foot Mt. Washington in New Hampshire, the highest peak int he Northeast. The railroad has been in continuous operation since 1869, except for periods during the two world wars. We board the 56-passenger single-car train at Base Station (formerly Marshfield). With a whistle blast and jolt, the train clickety-clacked against the cog, working upward through the forested slopes. Red spruce, birch, blackberry vines and blueberry buses gave way to small evergreen trees, which were soon replaced by stunted, ground-hugging conifer thickets. Above the tree line, only lichens and alpine plants can survive the harsh climate. Swaths cut by the Civilian Conservation Corps in the 1930s provide spectacular vistas of the Presidential Range's rocky summits to the north, tiny buildings in the wide Ammonoosuc Valley below and the mountains rising beyond. lake of the Clouds hut, an overnight stop on the Appalachian Trail, nestles in a niche on the ridge, the only man-made structure on the barren rocky slopes to the south. Snow may be seen at any time of the year. On the train, the sensation of defying gravity is unsettling. Passengers walking or standing in the aisle lean more than the Tower of Pisa to keep their balance. The engine devours a ton of coal and 1,000 gallons of water during the one-and-a-quarter-hour ascent, stopping at Waumbek and/or Gulf Tanks to fill up. At Waumbek Tank, we were able to get out, stretch our legs and admire the view. At Skyline Siding we pulled over to allow the downward train free passage. Our trestle crossed the Appalachian Trail on the ridge near Great Gulf Ravine, which drops precipitously more than 1,000 feet to Spaulding Lake. Sobering sights for us, safely inside the railway car, were the markers noting the deaths of climbers - one within mere yards of the summit house. Though 250,000 people a year now ascend Mt. Washington via the Cog Railway, one of a dozen hiking trails or the auto road, built as a carriage trail in these trails will be constructed along the Base Road and will hold about 90 cars."

- Littleton Courier – Wed, May 21, 1986 pg. 1 & 10

May 29th

Cog Twofer: "A special rate for the Granite State," says Brad Williamson, general manager of the Mount Washington Cog Railway. Railway officials are encouraging residents to take the round trip in this 124th year of operation. From May 30-June 27, two New Hampshire residents may take the round trip from the Base Station to the top of Mt. Washington for the price of one. A valid N.H. drivers license will be required to qualify. This year new boilers for the engines have been built by a firm in East Boston that in 1853 began operations by converting sailing ships to steam powered vessels."

- Littleton Courier – Wed, May 29, 1986 pg. 7



- Manchester (NH) Union Leader - May 28; Jun 1, 4 & 8, 1986

1861, the grand railroad-owned hotels are gone. The new, low-slung concrete Sherman Adams House (the fourth summit house) has a modern snack bar, museum, gift shop, post office, rest rooms and pack rooms for hikers. The roof top is a great place from which to watch the arriving and departing trains. If you didn't bring binoculars, pay-as-you-peer telescopes are available. You can stroll on the top of New England, around the TV station building, into the natural Alpine Garden on the south slope or over to the great Gulf where you can watch the trains or the hikers. but beware; it's usually windy and cold on the summit, even when it's hot in the valley. Each train remains at teh summit for 20 minutes. You can take a later one down if you choose, though you may have to forfeit your seat if the train's full. The inconvenience of standing during the lurching ride down is well worth having extra time to savor the fabulous sight of mountain ridge rising one after the other to infinity. On the descent, the engine goes first, facing uphill, so its power acts as a brake. The engineer operates the engine brakes, and the brakeman brakes the passenger car. The cog train has many other safety features and can stop and start from anywhere on the track. From Base Station, you can watch the cog trains snaking up the mountain, their plumes of black smoke/white steam streaming against the sky. The museum and maintenance sheds give you a behind-the-scenes look at the railway operations. Souvenirs, meals and lodging are available near the parking area."



Lenny & J.B. (John Bolton) at the transfer with Ammonoosuc Station in background (1986)
- John Rolli Collection

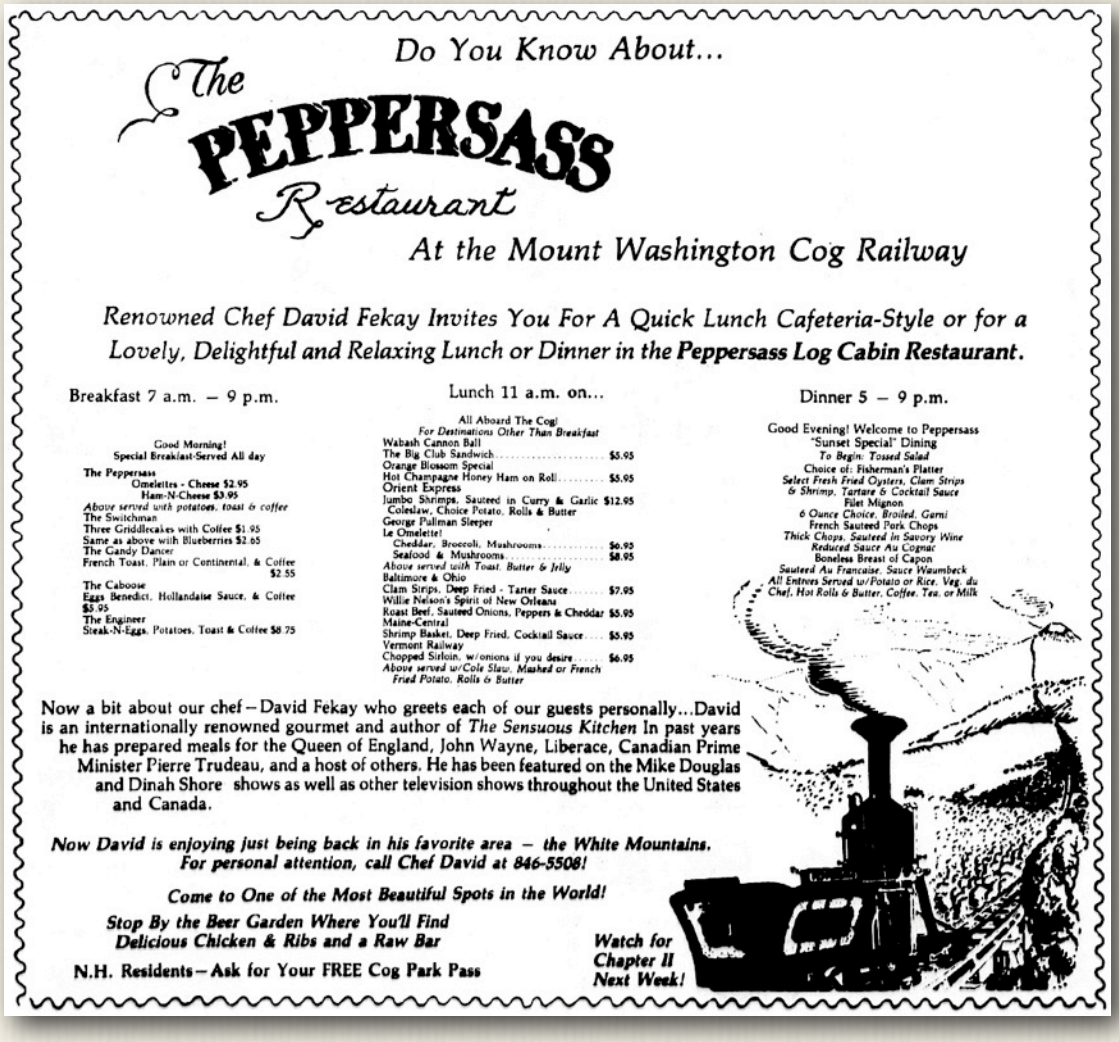
- Worcester (MA) Sunday Telegram - Sun, Jun 8, 1986 pg 98

June 11th

All the Way to the Top: "Starting today *(6/11)*, Cog Railway trains will begin making trips past the half-way point of Mount Washington, after almost three weeks of restrictions while maintenance was completed. Since opening day May 23, the trains have been making trips to the half-way point and back while work was completed on areas of the trestle – including the famous trestle known as "Jacob's Ladder." "We're in full swing," Joel Bedor of Littleton said yesterday *(Tuesday)*. Bedor, part owner of the attraction, said the maintenance was completed Monday *(6/10)* and involved work "usually done earlier in the spring… which took longer than usual." He said it included replacing some of the timbers on the line and having an independent engineering study completed of the railway. Safety inspections of the Cog Railway, which has climbed Mount Washington since 1869, come under the jurisdiction of the Rail Safety Bureau of the Public Utilities Commission, and under the state Department of Transportation. Walter King, administrator of the Rail Safety Bureau, would not elaborate on the details of the work the Bureau requested this year. However, he did say the repairs are part of the "constant maintenance repair" done on the attraction annually. He said any restrictions placed on the railroad would be put there by the Bureau, through the DOT. Maintenance this year also included new boilers for

Come To The
Mt.Washington
COG RAILWAY
For An Adventure!
The Cog Railway is now hiring personnel in the following departments:
TRAINS • RESTAURANT
GIFTS and CRAFT SHOPS
Call (603) 846-2256
For More Information
Route 302 • Bretton Woods, NH

- Littleton Courier - Wed, Jun 25, 1986 pg. 6B

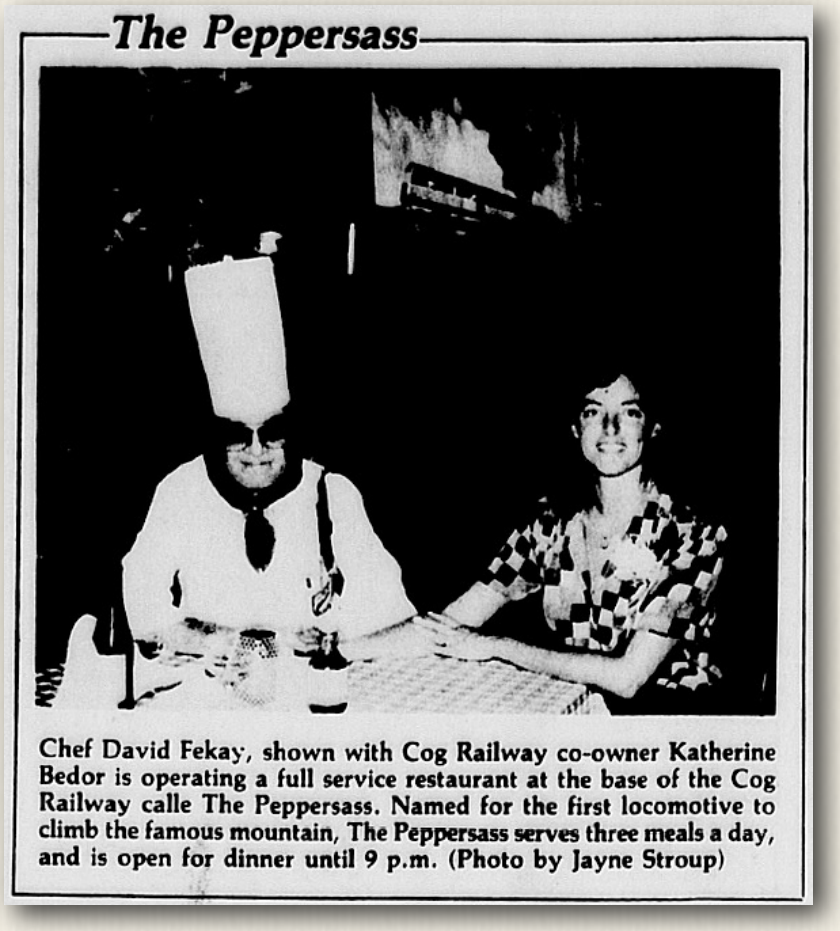


three of the seven trains which run to the summit. Bedor said the boilers were commissioned through the Hodge Boiler Works in East Boston, which he called one of the country's oldest such companies. All three boilers are expected to be mounted on engines and ready for operation by the Fourth of July and the unusually large number of tourists expected this year."

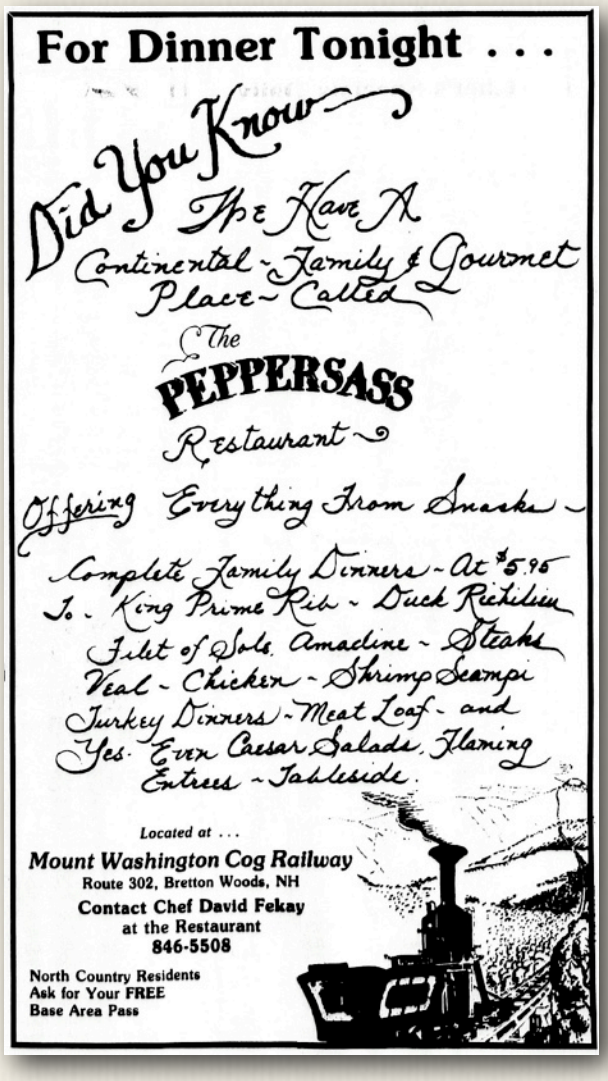
- Littleton Courier – Wed, Jun 11, 1986 pg. 12

July 12th

The Miramar Hotel Remembered: Editor Howard Kleinberg of the *Miami News* profiles Henry Teague's Miramar hotel in the paper's series on early Miami: "One of Miami's first developments was the Miramar section, that area just north of today's Omni/Plaza Venetia complex - between the boulevard and the bay. As early as 1913, Fred Rand Jr., president of the Miramar Company, was call the area "the magic spot of the Magic City." Rand's company obtained the tract in October 1912 and began to plot out improvements. It boasted, in 1913, that after 14 months, Miramar had grown "from a waste of native pines and palmettoes to a thoroughly developed piece of residence property..." It was to be another 10 years, however, before the jewel of the neighborhood - the Miramar Hotel - was to be built. It opened on Jan. 19, 1923 to a glitzy group at a party. The four-story hotel, at Northeast 17th Street and Bayshore Drive, had magnificently tailored grounds and gardens and overlooked the bay. By 1926, the Miramar Hotel was being advertised as "away from the noise of the city, now operated on the European Plan under personal supervision of Henry N. Teague, the Greylock Hotel, Williamstown, Mass." But another future was being planned for the hotel. Exactly three years old, the hotel was facing an early death. A proposal had been made, and advertised, to build a huge hotel on the site of the Miramar. The proposal said it could reach as high was 15 stories and contain as many as 1,000 rooms. The cost of the 15-story hotel and shops was estimated to be $5 million. The advertisement in the Jan. 5, 1923, *Miami Daily News-Metropolis* said: "This advertisement is addressed primarily to the Miami businessman of sound judgment, who has watched Miami grow from an idling place for the few to a world-famed resort center; a man who had confidence in the future of Miami, and foresight enough to see the possibilities of conservative investment in desirable Miami property." Apparently, there were not enough of those Miami businessmen because the project never got off the drawing board. Instead, the threatened four-story Miramar survived to become one of Miami's most famous hostelries, host to famous people. Like many other hotels in Greater Miami, the Miramar was taken over by the military during World War II. the Miramar was demolished in 1984 af-



Chef David Fekay, shown with Cog Railway co-owner Katherine Bedor is operating a full service restaurant at the base of the Cog Railway calle The Peppersass. Named for the first locomotive to climb the famous mountain, The Peppersass serves three meals a day, and is open for dinner until 9 p.m. (Photo by Jayne Stroup)



ter the city of Miami declared it to be: "Abandoned, vacant, unsecured, unkept, unsanitary, dangerous, rodent-infested, deteriorating, vandalized, cannibalized, fire-damaged, trespassed..."

- Miami News - Sat, Jul 12, 1986 pg. 46

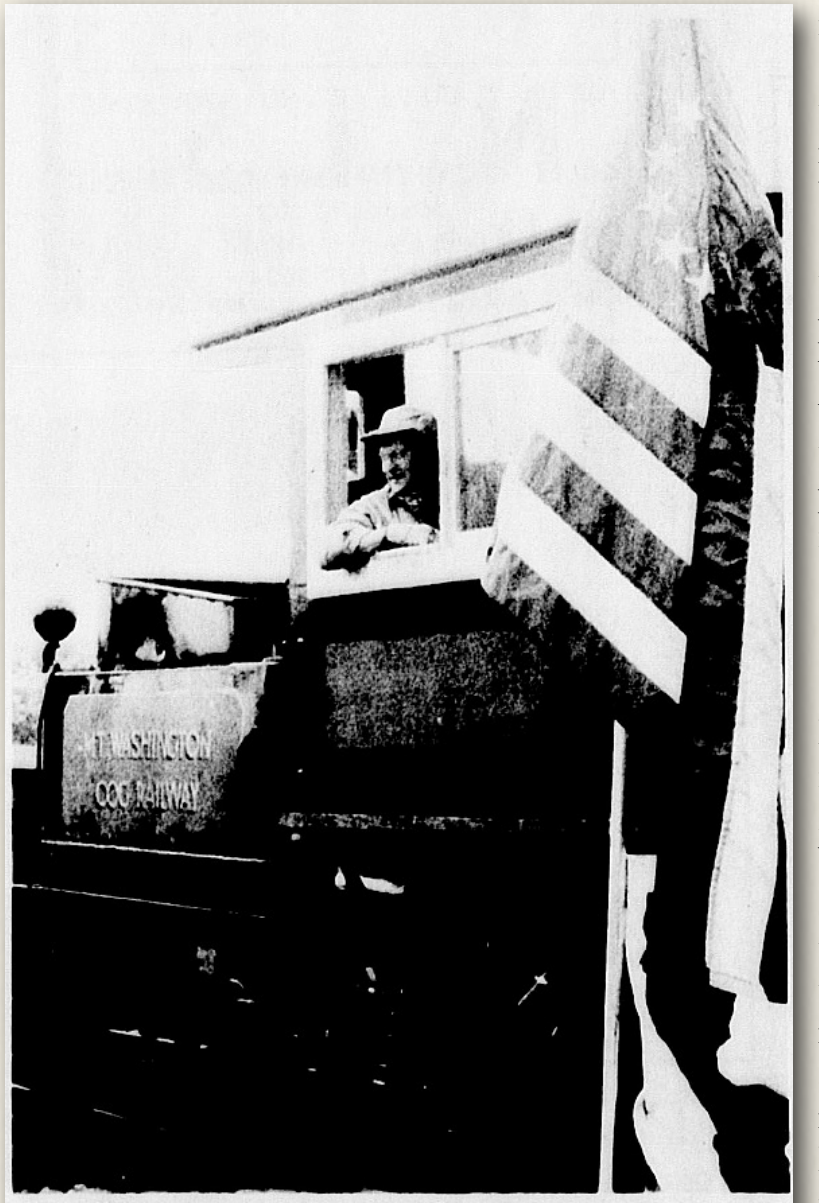
August 15th

Cog Celebrates 3 Loco Renovations: "It isn't often Governor Sununu gets a chance to play with trains, but last week, he was first in line at the Cog Railway to help dedicate three refurbished engines dating from the early 1900s. The governor engineered one of the powerful locomotives up from the train barn to Marshfield Station Friday *(8/15)* at a ceremony attended by some 150 guests. He was joined on his ride by Joe McQuaid, editor-in-chief of the *Union Leader*, acting as fireman. In his youth, McQuaid worked at the Cog Railway in jobs varying from fireman to engineer. The engine Sununu drove had recently been rebuilt from the frame up, including a new boiler, cab, and running gear. Two other engines, also with new boilers, were honored at the ceremony. The boilers, custom built at the Hodge Boiler Works in East Boston, Ma., are tilted at an angle to compensate for the grade while climbing Mount Washington – which reaches as much as 35-percent. There are seven engines in the Cog Railway fleet. Nearly 150 visitors, local dignitaries, and media personnel attended the dedication ceremony. In speaking at the ceremony, Gov. Sununu called the Cog Railway an "engineering milestone, and one of the manmade wonders" of the state which rates among the natural wonders of which we are so proud. Also speaking at the ceremony were co-owners Joel Bedor of Littleton and Wayne Presby of Lisbon; Joe McQuaid, and Cog General Manager Bradford Williamson. Presby spoke of recent improvements made on the railway and of future plans for the company. Those plans include adding a short passing lane to the track on the mountain, and the possibility of adding overnight accommodations to the base area. The owners have also worked to expand the facilities at the base area, including the full-service "*Peppersass* Restaurant" at Marshfield Station, operated by Chef David Fekay. Joel Bedor said this week they hope to offer overnight accommodations "a year or two down the road" in the form of



No. 1 Shuttle Steamin' in the Rain: *Cogger Paul Forbes on Facebook: "For a short time, you had to pay a fee to enter the Base. That fee allowed you to get on a train at the Ammonoosuc Station (by the shop) and ride up to Marshfield. As I recall the No. 1 was used for this, running at a lower pressure with no ratchet!" Jon Sykes: "I ran the No. 1 locomotive bringing passengers from Ammonoosuc station to the ticket office, and yes at one time it didn't have the ratchet pawl because someone, and I can't remember who, dropped it on the way back to the station. Guys took turns running it as training for the hill. I'm pretty sure none of us were qualified as engineers, but we were fireman. I remember Bobby (Trask) being pretty pissed off about the ratchet. Those were the good old days. The No.1 had the old B&M 4-chime whistle that was so friggin' loud. One day during a busy weekend I blew that whistle and then all the other trains blew theirs all at the same time. It was so incredible and made you feel so proud. The look on Bobby's face after was priceless. He never said a word but that look said it all. You can't make that shit up." (Aug 1986)*

- Bill Hakkarinen photo /NERail.org / MWCR: We Worked There FB page



Governor John Sununu took charge of one of the engines at the Cog Railway dedication last week, driving up from the barn area to the loading platform. (Photo by Jayne Stroup)

motel or cabin units. The passing track would be about 1,000 feet and would replace the two "sidings" along the track where trains pull off to let others pass before resuming the trip. Bedor and Presby noted that there have been extensive improvements made to the trestle, with 20-30 percent of Jacob's Ladder (the steepest trestle on the railway) replaced this year. Bedor said that work was part of an "accelerated track replacement schedule" which is concentrated on replacing timber along the railway and making a smoother ride for the century-old train. The Mount Washington Cog Railway was completed in 1869 as the world's first mountain climbing railroad. The specially designed engines push passenger cars 3 ¼ miles to the top of the mountain"

- Littleton Courier – Wed, Aug 20, 1986 pg. 6A

Cog Christens 3 Locos: "Gov. John Sununu set aside his executive garb for a day yesterday *(8/15)*, donned railroading attire and, aided by the skill of *Union Leader* Editor-in-Chief Joe McQuaid as fireman, ran a Mt. Washington Cog Railway locomotive up the track. He said he enjoyed the short celebrity run, which was a feature of the christening of three overhauled locomotives at the railway. "It was an honor to serve with Joe" he said in Jest. "It's significant how things got better (at the Cog) after he left." McQuaid, who worked at the Cog Railway in various capacities, including engineer and fireman, in his youth took the chiding from the chief executive good naturedly. On a more serious note, McQuaid called attention to Mrs. Ellen Teague, who was present and, and recognized her efforts in finding people to buy the Cog, which she formerly owned who are preserving its historical significance. The 1 p.m. ceremony attended by the governor, McQuaid and about 150 guests was designed to celebrate in grand style the rebuilding of the locomotives. They have been outfitted with new boilers, their running gear has been totally rebuilt, including the installation of new gears and cylinders, and two of the engines have new cabs. There are a total of seven operating engines at the Cog, General Manager Brad Williamson explained. Extensive track repairs have also been made in the first year of a three-year rehabilitation program. In 1987 more boilers will be replaced and more track work done and in 1988 plans call for the rebuilding of the remaining equipment as well as doing some physical improvements to the grounds and buildings. During brief remarks, one of the owners, Wayne Presby, noted, "In 1866 Sylvester Marsh began building the railway and in 1986 we've begun rebuilding it." He cited improvements to the track and the base as initial projects and unveiled plans to site a commercial power line at the base and summit, install a set of passing tracks on the mountain and develop overnight accommodations at the base. "We're proud of a lot of natural wonders" here in New Hampshire, Gov. Sununu said, and "also of man made ones," he added. The Cog, he said, is one of those wonders - it's a recognized engineering milestone."

- Manchester (NH) Union Leader - Sat, Aug 16, 1986



Cog Railway co-owner Joel Bedor, center, of Littleton, was joined on the platform by: from left, Gov. Sununu, Bradford Williamson, general manager of the Cog; Joe McQuaid, editor-in-chief of the Union Leader and former Cog employee; and Wayne Presby of Lisbon, co-owner of the Cog. (Photo by Jayne Stroup)



RAILROAD ENGINEER ? — At least for a day, Gov. John Sununu, donning railroad attire and aided by Union Leader Editor-in-Chief Joe McQuaid as fireman, engineers a Cog Railway engine up the track.(Photo by Gloria Poliquin)

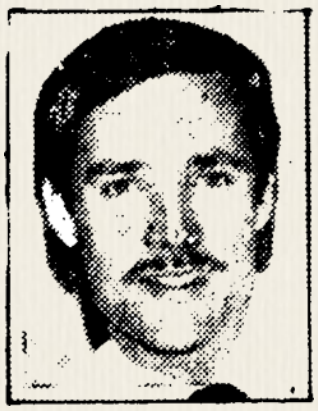
September 4th

Hiker Problem Alleviated: "Hikers will soon find it easier to park near the trails at the base of Mount Washington. In response to controversy over hiker use of the parking area at the Cog Railway Base Station, the National Forest Service has diverted two popular trails and built a new parking lot on Forest Service property. The lot and new trailheads are located on the Base Station Road off Rt. 302, and should be open by spring, according to Roger Collins of the Ammonoosuc Ranger District. "We were lucky the funds were appropriated, and it could be taken care of," said Collins, who handles trail maintenance and dispersed recreation activities in the District. He said the project has been "a high priority" issue because of the public controversy, which dates back to the mid-1970s when management at the Cog began charging a fee at the entrance to the base area. Two of the National Forest's more popular trails up Mount Washington, Ammonoosuc Ravine and Jewell, begin next to the parking lot at the Cog, and hikers complained to the Forest Service that they were being charged to get to the trails. Although no fee was charged this year at the base area, Collins noted that the lack of public parking has been taken care of 'once and for all." The new parking area is located on the south side of the Base Station Road, about a quarter mile from The Cog. Starting in the spring, the trails will begin at the new parking lot and skirt the Cog Railroad property, making them each about 6/10 of a mile longer than they are now. Until spring, the trailheads will remain adjacent to the Cog Railway Base Station."

- Littleton Courier – Thu, Sep 4, 1986 pg. 1



Tip Top at Waumbek (Jul 1986)
- Posted 2003 by gmpullman

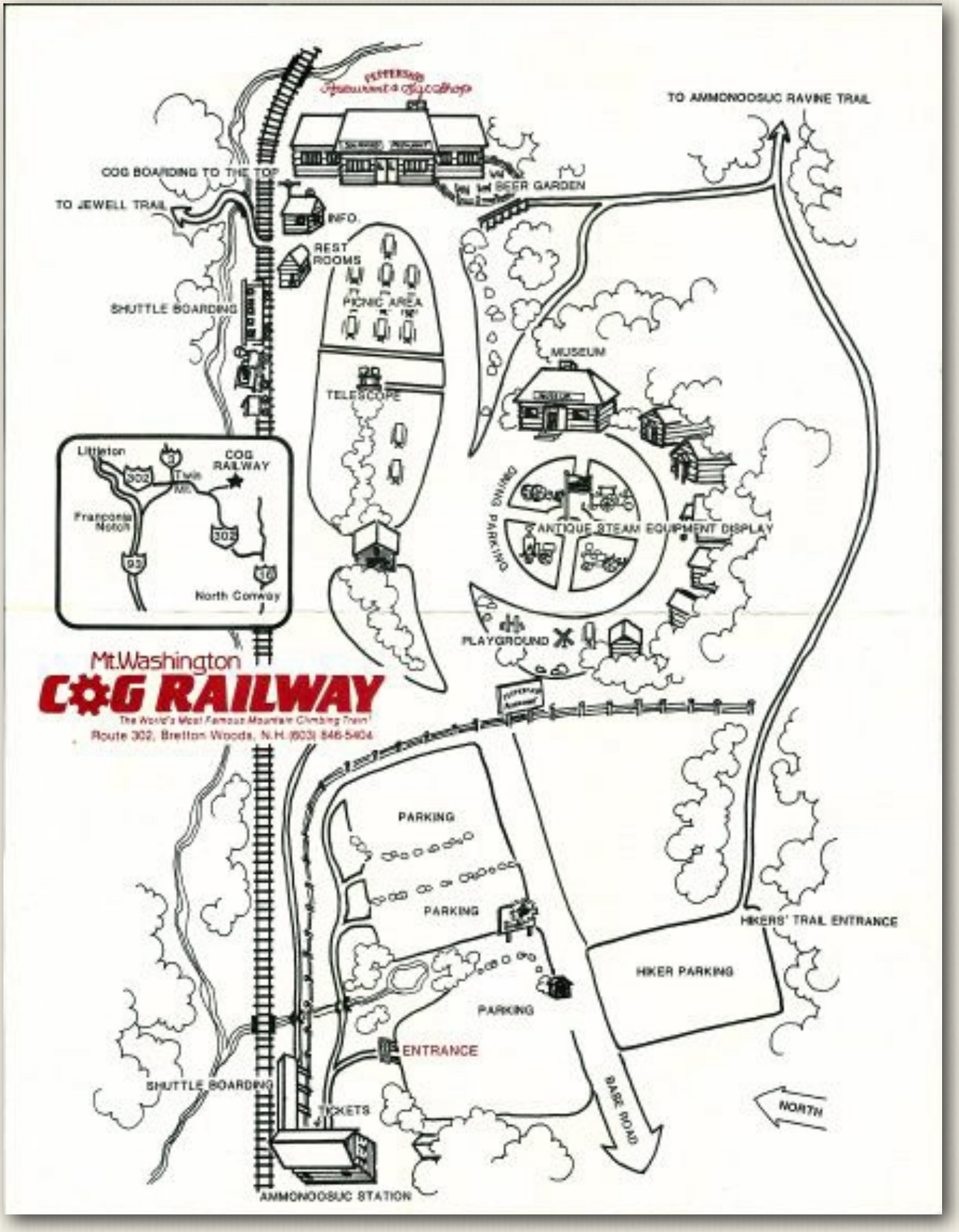


December 29th

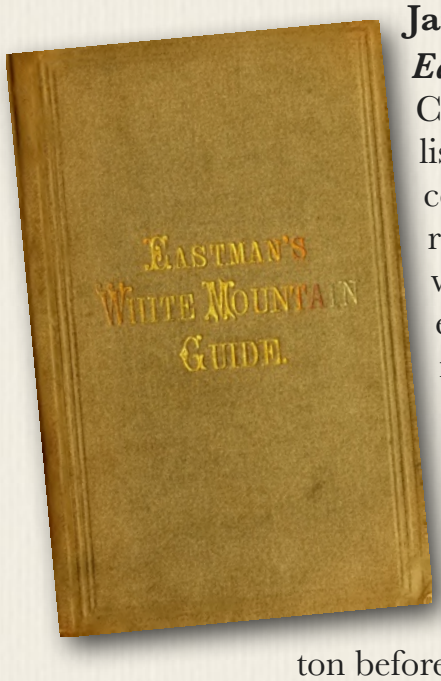
McQuaid's Appendix: Editor's Notes: "The Surgeon General of these United States once determined that an appendix was hazardous to my health. I refer to Dr. C. Everett Koop – the guy the tobacco companies would love to see go up in smoke. Dr. Koop is quite an interesting fellow. Before accepting Ronald Reagan's request to be the nation's top doc, e was one of its foremost pediatric surgeons. Countries all over the world have sought out his skills for the most delicate of surgical procedures. The doctor has many ties to New Hampshire. The Koop family has a summer home near Enfield. His oldest son, Prof. Alan Koop of Colby-Sawyer College is the man who organized this year's reunion of the former German prisoners of war who had been held at Stark in the 1940s. Two more of Dr. Koop's sons worked years ago at the Mt. Washington Cog Railway, which brings us back, sort of, to your faithful correspondent. A bunch of us Coggers wound up in various parts of Philadelphia one Thanksgiving and decided on a touch football game near the Koop home to work off our turkey dinners. I had already decided that my girlfriend's mother disliked me to the point of poisoning my meal, because I had developed a beaut of tummy ache by the time the football began. One of Dr. Koop's sons finally insisted that he have a look at me so into their house we went, with the doctor telling me to just lie right down on his living room rug while he had a look. After no more than two pokes and a prod, Dr. Koop said, "You're one of the New Hampshire boys. When are you planning

on going back?" "Tomorrow morning, sir," I replied. "No," said the doctor, glancing at his watch in a very matter-of-fact fashion. "I think you're going to the hospital. You have about two hours before your appendix ruptures." They tell me the doctor who performed the appendectomy (not Dr. Koop) got a little upset at the operation's outset. Just as he was about to make his incision, it is reliably reported, I sat bolt upright, grabbed for his scalpel, and asked, "Aren't you supposed to hold that over a match first?" It was a great Thanksgiving weekend. The hospital was full up so I spent my recovery in a maternity ward. I must remember to apologize to that girl's mom for my remarks about her fowl cooking."

- Manchester (NH) Union Leader – Mon, Dec 29, 1986 pg. 23



1987



January 7th

Eastman's White Mountain Guide Revisited: "Mountain Musing: Not exactly a Chamber of Commerce boost for the climate but nonetheless sound advice was published in *Eastman's White Mountain Guide* of 1879, the following being quoted from a copy owned by David Sundman of Littleton: "CLOTHING. We cannot too strongly recommend the necessity, to the tourist, of sufficient and water-proof clothing. The weather is so uncertain among the mountains that it is well to be prepared to defy the elements. The coolness of the atmosphere, especially in the evenings or on the summits of the mountains, renders extra clothing necessary to the enjoyment of the situation." Elsewhere the *White Mountain Guide* comments: "More people now *(1879)* often ascend Mt. Washington in one day than in a whole week before the Cog Railroad was completed, but many regret the loss of the old method by the bridle-paths – certainly these had their charms'. It also notes that at that time well over a century ago, "one may now leave Boston at a comfortable hour in the morning and, with only one change of railroad cars, find himself on the Summit of Mt. Washington before sunset' – this was when trains left the former Fabyan House for the Base of Mt. Washington on a regular schedule, the ride taking a half-hour."

- Littleton Courier – Wed, Jan 7, 1987 pg.6A

January 21st

Cog Railway Plans Spring Ski Train: "For the first time in more than 30 years, the Mt. Washington Cog Railway will be offering train service this spring to skiers bound for Tuckerman's Ravine. Cog Railway co-owner Wayne Presby confirmed earlier this week that the mountain climbing train will begin operations early in April, ferrying skiers to the summit of the 6,288-foot peak. According to Presby, the weekend ski trips will commence as early as April 4, weather permitting. "This is something I've wanted to do ever since I've been involved with the railroad," admitted Presby, who became a part owner in 1983. "This is one avenue which has never really been explored by previous owners… we're real interested in making skiing and these ski trips a major part of our operation." In previous years the Cog Railway has traditional opened in late May, usually beginning regular train service after Memorial Day. If all goes as planned, however, trains will begin ascending the mountain the weekend of April 4-5, which coincides with the beginning of the increasingly popular late ski season at Tuckerman's Ravine. Skiers planning to utilize the Cog Railway service will have the choice of either driving directly to the Marshfield Base Station to catch the train, or driving to Pinkham Notch, at the base of Tuckerman's, where they will be ferried by bus to Marshfield. Those who choose to drive directly to the Cog Railway base station would be driven back to Marshfield after they make their ski runs. The current schedule will see three trains making the trip to the summit – at 9 a.m., 11 a.m. and 1:30 p.m. – and the cost will be $79 per person. The price will cover transportation costs from Pinkham Notch to Marshfield (by bus), transportation to the summit of Mt. Washington, and each skier will be given a fanny pack filled with a bag lunch. Presby also said riders must make reservations in order to ride the train. The last known ski trains run by the Cog Railway operated in 1954 when long-time owner Arthur Teague transported skiers from the Nashua Ski Club to the summit. Since then, the idea of running springtime ski trains has pretty much been shelved. "We'd heard that it had been done before, but apparently no one had really extensively explored the idea of running regular train service," explained Presby. "I'm an avid skier and have been since I started skiing at four years of age. This was something I've really wanted to see happen. This puts our

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- Littleton Courier - Wed, Jan 21, 1987 pg. 8A

operation in line with what's available out west." Presby is confident that the trains will encounter few problems with the springtime weather on Mt. Washington, even though it's quite possible, and quite likely, that foul weather will occur. "You have to realize that when the trains were built, they were built to operate in 6 to 12 inches of snow," said Presby. "At one time, in fact, Arthur Teague considered running trains year-round. The weather won't be any harsher than it is in October, which is when we usually shut down for the year." This year, for the first time since the Cog Railway began operation in 1869, the railroad will also have eight engines in operation. Included will be the three engines rebuilt and put into operation last summer, and two others which are being reconditioned this winter in Lisbon. In previous years, the Cog Railway has never operated with more than seven working engines. Presby also indicated that negotiations are under way to run a 4.7 mile powerline extension to the Marshfield base station, which currently depends on hydroelectric and diesel engine power for its electricity."

- Littleton Courier – Wed, Jan 21, 1987 pg.1

February 4th

Cog Defends Ski Trains: "Officials from the Mt. Washington Cog Railway will meet (in Concord) this Friday *(2/6)* to discuss with state officials the Cog's plans to run ski trains this spring to the summit of New England's highest peak. The meetings were set up earlier this week after officials from the Fish & Game Dept. and the Dept. of Transportation publicly questioned the safety of the spring train runs. The Cog Railway announced several weeks ago that beginning the weekend of April 4-5, trains will carry skiers headed for Tuckerman Ravine to the summit of Mt. Washington. Joel Bedor, co-owner of the Cog Railway, said this week that he and other Cog officials will meet with Walter King of the Dept. of Transportation (Bureau of Rail Safety) and Henry Mock of the Dept. of Fish & Game in separate meetings Friday morning and Friday afternoon. "We're going to explain to them all the planning we've done over the past four or five months and show them that we've covered all the bases as far as safety is concerned," said Bedor. "I think there's been a bit of miscommunication between all of us and we're looking to clear all of this up." State officials, including King and Mock, last week expressed their concerns for the safety of the skiers in light of the fact that Mt. Washington's weather, which is often severe in April and May, could be hazardous due to rapid changes in the summit weather. "They'll be operating about one and a half months earlier than usual and the weather could be a factor," said King in a telephone interview Tuesday morning. "We want to know who will be on the crews and who'll be operating the trains. That's what we'll be quizzing them on." "We don't want this to be a confrontational type of meeting… we just want them to hear out concerns, and we want to hear from them firsthand, what exactly they've got planned," said Mock from his office in Concord. "We want them to know our capabilities, and our limitations." Fears that skiers headed to the headwall of Tuckerman Ravine might get caught up in poor weather has been the biggest safety concern, especially amongst the organizations responsible for search and rescue missions. The Fish & Game Dept. heads up all search operations in the White Mountain National Forest, while the National Forest Service is responsible for rescue efforts in Huntington and Tuckerman Ravines, along with Fish & Game. "Our biggest concern is that people get safely from the summit of Mt. Washington to the headwall," said Ned Therrien, public information officer for the Forest Service. "If they're going to run trains, then that means more people will be headed for Tuckerman's, and if there are more people up there, then there's a greater chance that something could happen. Obviously, everyone who skis down to the headwall is exposing themselves to possible injury, either through their skiing or through sudden changes in the weather. Then there's also the headwall itself, which really is for expert skiers only. There have been deaths before in Tuckerman's and we've had quite a few rescue operations in past years. All of this concerns us." Skiers who take the train will be on their own once they are dropped off at the summit. Although the state maintains several buildings at the summit, there are currently no plans to open the buildings for the skiers.

Cog officials say they understand all the safety concerns and that they've given considerable thought to each and every one of them. "It's not as though we're going to take every Tom, Dick, and Harry up the mountain," said Wayne Presby, another Cog Railway co-owner. "Everything is by reservation and it's clearly spelled out in the reservation form that the trip is for expert skiers only, and that there's always a chance that the schedule train will not run due to weather conditions up on the mountain. Besides, there's no way we're going to operate the train if the weather is severe, or if the forecast is calling for bad weather. On days like that, we're just not going to run the trains." "On days where the weather is bad, there's no way we'll expose our customers or our employees to the hazards that go along with that type of weather," added Bedor. "We're even going to go out of our way to let reserved passengers know a day ahead of time that there's a possibility their train might

not run because of predicted bad weather." Bedor also said that a de-icing mechanism for clearing ice off the tracks has been installed on several of the trains, *(??)* and the tracks would be cleared of ice before any summit climbs were attempted.

As for all the negative response to the Cog's decision to run ski trains for the first time since 1954, both Bedor and Presby admitted they were a bit surprised at the reaction of state officials. "Frankly, we weren't aware of any of the Fish & Game Dept. concerns. We just weren't," said Bedor. "but last fall we did discuss the spring trains with Walter King of the Railway Safety Bureau, and he apparently didn't think we were serious about the idea." "The Cog Railway did discuss the idea of spring trains late last year, but I didn't realize the plans were definite," admitted King. "I first heard about the definite plans last week." "I thought the state would be happy that we'd come up with something that could be a real draw for New Hampshire," said Presby. "I think it's a great way to put the state on the map. It would be one thing if we were trying to do this in the dead of winter, but we're not. It'll be springtime, at least that's what my calendar says, and I don't think this will be any more hazardous than skiing some of the big peaks out west. I heard that someone from the state made the comment that the long hike up to Tuckerman's was good because it screened out the goofers, and now that the train is going to carry skiers up the mountains, those goofers have an easy way to the top. I think that's a terrible way to label the tourists who visit this White Mountain region."

- Littleton Courier – Wed, Feb 4, 1987 pg. 1 & 7

February 6th

Ski Train Go For Throttle Up: "Having weathered last week's storm of criticism, Cog Railway officials now have only Mt. Washington's temperamental weather to contend with as they prepare for their planned April ski trains. Following two meetings last Friday between Cog Railway owners and state officials, the mountain-climbing railroad was given permission to proceed with its ski trains this spring. According to owners Joel Bedor of Littleton and Wane Presby of Lisbon, the weekend of April 4 and 5 is still the projected starting date. Bedor called Friday's meetings "successful," adding that many of the problems foreseen by state officials had already been thought of and taken care of by Cog officials in the initial planning stages. "They (state officials) were really looking for two things out of the meetings," said Bedor. "First off they wanted to hear about our operating procedures, and secondly they seemed to have some doubts about our overall concerns for the weather atop Mt. Washington. We realize the mountain can be very dangerous at that time of year, and that's why we won't be running trains if the weather is poor. We explained all that to them and they seemed to be satisfied that we'd taken that into consideration." The controversy over the spring trains began two weeks ago when Cog officials went public with their plans to ferry skiers headed for Tuckerman Ravine up to the summit of Mt. Washington, 6,280 feet. When word reached officials from the state Railway Safety Bureau, the Fish & Game Dept. and the U.S. Forest Service, their concerns over passenger safety were relayed to the Cog owners through interviews published in several newspapers. Those concerns prompted last Friday's meetings between the Cog owners and several state officials, including Walter King of the Railway Safety Bureau, Major Mason Butterfield of Fish & Game, Bill Carpenter of the State Parks Division, and Forest Service personnel. "The Cog representatives did a real good job in answering the questions I had, and the answers everyone else had," said King, who conducted a solo meeting with the Cog owners in the morning, then sat in with other agency officials in the afternoon session. "We certainly had some concern over the safety of the operation and the safety of the skiers… but they did a good job with their homework. I just wish they'd done a little better with their public relations."

Prior to the Friday meetings, King and other state officials had criticized the Cog for not warning them of the ski train operation before its public announcement late last month. King said last week that Cog officials had mentioned the ski train idea to him late last fall, but King said he was under the impression that nothing was definite. Organizations responsible for the rescue efforts of hikers and skiers in the Tuckerman Ravine area were also miffed that they were not consulted about the ski trains. "the big problem surrounding this entire operation has been a bit of miscommunication," said co-owner Presby earlier this week. "There was a lack of information on the operation and until the state officials knew exactly what we had planned, they naturally had some reservations. I think we cleared all of that up last Friday." Mt. Washington's volatile weather has caused the most concern, at least in terms of passenger and skier safety, and throughout the past three weeks, Bedor and Presby have insisted that "the safety of the operation" is their first concern. The threat of icy tracks has prompted the Cog to add a de-icing mechanism on all trains. Presby said the device is similar to the de-icing

mechanism used throughout the country, but especially out west in mountain country. And before the trains actually begin running this spring, the tracks and trains will be subjected to an inspection by the Railway Safety Bureau. The Cog owners also stressed that the ski train will be limited to just "expert skiers" or round-trip passengers, and only those equipped for the hike or ski down to the headwall of Tuckerman Ravine will be allowed on the train. "It's my guess that 99 percent of the people who take the train will have skied Tuckerman's before and they all know what to expect. In fact, every inquiry we've received thus far has been from people who have skied there before," said Bedor. "I'm sure that somewhere along the way we'll have to deal with skiers who really aren't prepared for what's ahead of them, but I don't anticipate any problems if that situation arises." At the advice of Maj. Butterfield, Cog officials have also decided that they will not transport hikers to the summit because of fears expressed by the Fish & Game head that the hikers might run into problems if the weather turns bad. Other than skiers, only round-trip passengers will be allowed on the trains.

On each of the three trains which will climb to the summit each Saturday and Sunday, the Cog will have two expert skiers accompanying the passengers down to the headwall. If any skier reaches the headwall and finds he or she is not ready to tackle the steep and often dangerous ravine, they will be able to hike back up to the summit to catch the next return train to the Marshfield Base Station. The final train up each day will wait at the summit until all skiers have descended the headwall. Bedor added that the summit buildings atop Mt. Washington will not be open until late May and that state parks officials have "no intentions" of opening the buildings to the public until late May, when the Mt. Washington Auto Road is opened for the season. Skiers looking to take the train trip must reserve their tickets in advance and they will be warned that cancellations are possible, and quite likely, if bad weather prevails or is forecast for Mt. Washington and the Presidential Range. The cost of the trip, which includes transportation from Pinkham Notch to Marshfield, the train ride, a fanny pack and a bag lunch, will be $79 per person. Round trip passengers will be charged a smaller fee. Despite all the negative reaction to the spring trains, including an editorial in Tuesday's *Manchester Union Leader* calling the trips "ridiculous", the Cog owners are excited about the upcoming venture. "We've already had a lot of inquiries and skiers are excited about not having to hike up Tuckerman's," said Bedor. "I don't think the publicity has hurt us, not when you get exposure on the front page of the *Union Leader* and the *Boston Globe,*" added Presby. "This is a workable idea and a lot of planning and preparation have gone into it."

- Littleton Courier – Wed, Feb 11, 1987 pg. 1 & 12

February 11th

Something You're Afraid to Do: "Editorial: "Courage is doing something you're afraid to do." Rick Golt's newly released poster of Tuckerman's Ravine includes this quotation by WWI flying hero Eddie Rickenbacker. The poster pictures Tuckerman's as it is: a rock-strewn mountain devoid of niceties of modern-day snow grooming. The spring run down Tuckerman's has always been the true skier's quintessential challenge. If the great strength and stamina required for the aching, upward climb matches or surpasses the glory of the downward flight, then the skier has for those few minutes, found skier's paradise. Well worth the risk. This mountain is not for the faint of heart. Under the new proposal by owners of the Cog Railway, skiers may, for a hefty price, ride to the summit of Mt. Washington beginning in early April. The ski train proposal has been heavily criticized not only from the point of train safety but also from the standpoint of rescue personnel. If the train does make it to the top despite snow and ice on the track, will non-expert skiers make it to the bottom safely, especially if the unpredictable Mt. Washington weather turns vicious? Nacky Loeb, publisher of the *Union Leader*, says the proposal is "stupid" and the Fish & Game and US Forest Service should "Consider very carefully the kind of chaos and tragedy that could result." We do not agree. If Cog owners comply to the safety regulations demanded by the Railway Safety Board as to weather forecasts, condition of track, and expertise of the skier, then we say go ahead. Do we legislate against soaring or hang gliding or rock climbing? Do we protect citizens by law from every possible danger? Is there a law against taking risks or doing something that requires courage? Skiing has progressed from "taking your chances" days to the point where if there is a bit of ice on the slope, there are a lot of complaints in the ticket office. It wasn't too long ago that if there was a rock showing, the ski patrol put a red flag up to mark it. No longer. Now they either remove it or point the snow making machine at it. They call it stressless skiing. But for the risk takers, the few who are left, we hope they will still be free to choose to "do something you are afraid to do." - OPG"

- Littleton Courier – Wed, Feb 11, 1987 pg. 4



The Headwall of Tuckerman's Ravine (1930s)
- New England Ski Museum

March 4th

New Tip Top House: "A new look to the summit of Mt. Washington came one step closer after a hearing before the House Appropriations Committee this week. Supporters of a bill which requests $90,000 to finish renovation of the Tip Top House on Mt. Washington heard no opposition to the request at the hearing. "Tip Top House is one of the oldest buildings on the top of any mountain in the United States," said Rep. Paul LaMott, R-Haverhill, sponsor of the bill. "It is a true historical artifact that was in wretched condition before renovation began. I urge you to help us complete this project. The first bill to propose renovation passed in 1983. Since, $200,000 of state support has gone into the project. State director of Public Works Robert B. Dowst, told the committee that his department supported the measure to finalize the project. The funds used would go toward constructing a permanent utility line from the Tip Top House to the Sherman Adams building, located on another area of the peak. A portion of the support requested would be used to purchase furnishings for the interior. The Mt. Washington commission is seeking furnishings that authentically represent the building's history. The Appropriations Committee is expected to make a recommendation on the measure within a week, and if it is approved, construction on the project would be under way next summer."

- Littleton Courier – Wed, Mar 4, 1987 pg. 5 Business Section

March 6th

Mrs. Loeb's Comments Backed Up: "Addressed to Jim Finnegan, director of Editorial Page: Having had some familiarity of Mt. Washington's Headwall and the Mt. Washington Cog Railway, I believe that Mrs. Loeb's comments the other day need reinforcing. Skiing is improving and there are many very capable skiers, but the nature of the headwall is not predictable and may be scattered throughout its course and teh speed which develops in the course of its run is such that there is hardly time to dodge some of the chunks of snow and ice and could result in some terrible falls and serious injuries. True, skiers like other sports enthusiasts are always looking for a challenge. Let the situation be as it is and those who want to try it can climb p and in so doing can test the course as they ascend. Tony Matt made it years ago without event, but he was one of the world's top skiers. Jack Durrance also tried it, I believe, struck some hard particles of ice and snow, fell and broke his leg. - Herman Sander, M.D., Candia"

- Manchester (NH) Union Leader 0 Fri, Mar 6,1987 pg. 52

1987

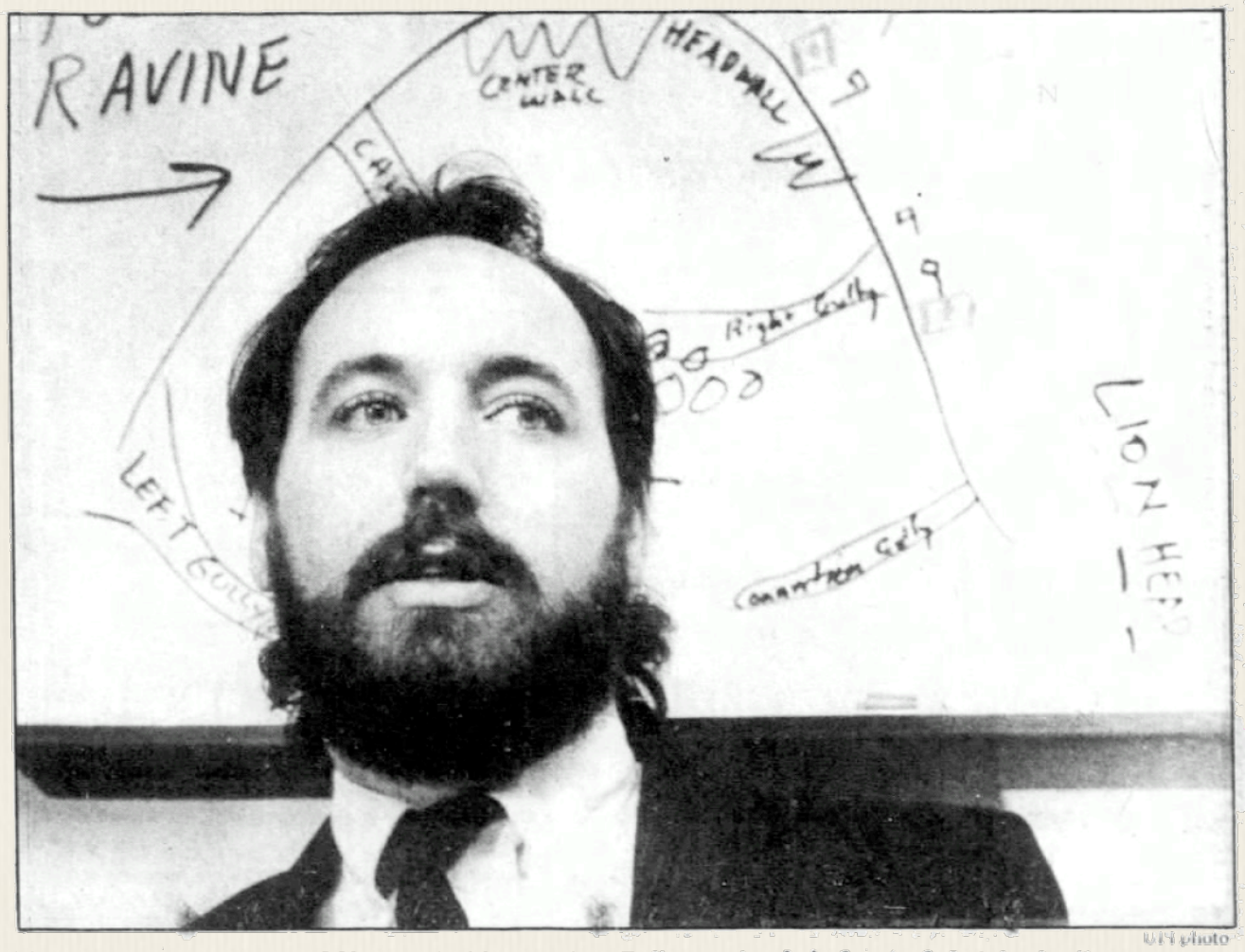
March 17th

Ski Train Start Date Set:



The Cone of Mt. Washington from the top of the Duchess - Tuckerman's Ravine (Apr 12,2014)
- Alex Leich photo / New England Ski Museum

"Mt. Washington Cog Railway officials yesterday *(3/17)* said they will begin a shuttle for Tuckerman Ravine skiers on April 4, even though the US Forest Service has not yet given its approval to the controversial plan. The railway's plan has been criticized by the Appalachian Mountain Club as a violation of tradition and common sense. The top of Tuckerman Ravine is now reachable by hiking about three hours, a physical demand that inherently limits the number and quality of skiers able to tackle one of the most dangerous ski runs in the East. The railway would eliminate the hiking, and critics have warned it will make it easier for inexperienced skiers to attempt an area prone to avalanches and sudden and dangerous weather changes that thy say should only be used by experts. But the railway's owners, appearing at a press conference at the US Forest Service headquarters (in Laconia) yesterday, said they have developed a comprehensive answer to safety questions. They also said they have the necessary approvals from the state of New Hampshire and will not ned any special permits from the Forest Service to begin operating. "Permits are not required in any national forest to execute rescue or for safety purposes," said co-owner Wayne Presby. "Our people are there to institute rescues and for safety purposes." But Michael Hathaway, supervisor of the White Mountain National Forest, said his agency is studying whether the railway needs a guide permit, which is



UPI photo

Wayne Presby, co-owner of Mount Washington Cog Railway, stands in front of sketch of railway map.

required when a private business operates in a national forest. He said a decision will be made by the end of next week. "I am fairly confident that a permit is required," he said. Hathaway also said that if the railway goes forward in the absence of a permit, "I would initiate action to have that stopped, I don't think it will come to that." The owners said they have not yet secured liability insurance, but said they were close to signing a contract with a West Coast company they did not identify. Federal rules require a private contractor to have a minimum of $1 million in liability insurance, Hathaway said. The railway officials said they will hire six people with experience skiing on and around Mt. Washington who also have training as emergency medical technicians. They will be supervised by Michael Pelchat, a Gorham, N.H., native and a 10-year member of the Professional Ski Patrol Association. Pelchat will have the authority to veto any trip if the weather, snow or ice conditions on the mountain are considered dangerous, he said. "It is only going to be picture-nice days that we will operated," Pelchat said. The railway will charge $79 pr person for a ride to the summit, a lunch and a souvenir fanny pack. It has already begun accepting reservations for the hour-long ride that will only be available on Saturdays and Sundays into May. Railway officials said they will also screen customers to ascertain if they are expert skiers and will require anyone under 18 years of age to have written permission from their parents. Pelchat said the railway will set up control gates to direct skiers from the top of Mt. Washington across snow fields below to the lip of the ravine. Once there, the skiers will be advised by the ski patrollers on the snow conditions. Pelchat said if a skier has second thought about going over the lip of Tuckerman, the ski patrol will escort the person to a different location, and if necessary, ease the person by ropes to a lower elevation."

- Boston Globe - Wed, Mar 18, 1987 pg. 17 & 22

March 23rd

Forest Service Guide Permit Required: "To be or not be? That is the question Cog Railway officials must be asking themselves these days as the controversy over the railway's planned ski trains to Tuckerman Ravine continues to simmer. At issue now is whether the Cog will be or should be issued a guiding permit as part of its ski train operation, scheduled to begin a week from this Saturday, on April 4. Officials from the U.S. Forest Service insist that the Cog must have the permits if they plan on guiding skiers from the summit of Mt. Washington, where the train trip ends, to the lip of Tuckerman's some three quarters of a mile down from the summit. Cog Railway officials, on the other hand, say they do not need to secure the permits because they are simply transporting the skiers to the summit of New England's highest peak. The Cog has hired half a dozen persons to assist skiers in case of emergencies, but the Cog management does not consider them guides. "Permits are not required in any national forest to execute rescue or for safety purposes," said Cog Railway co-owner Joel Bedor at a press conference (in Laconia) last Tuesday. "Our people are there to institute rescues and for safety purposes." The Forest Service insists, however, that the Cog must have the permit in hand before operations begin. Forest Service regulations require that all groups conducting commercial operations on National Forest land pay a permit fee (estimated to be $260 a day). The Cog's plans are being reviewed this week by Androscoggin District Ranger Gary Carr and his staff, and the Cog's guiding permit was formally submitted to the Forest Service office in Laconia on Monday. A ruling on the permit application is expected sometime in the next three days. White Mountain National Forest Supervisor Michael Hathaway said last week that if the Cog decides to undertake the ski train operation without first securing a permit, then he would not hesitate to take necessary action to halt the ski trains. "We're looking into what we can do… the legal aspects of all of this," said Forest Service Public Information Director Ned Therrien Tuesday afternoon. "We're not sure what avenues we have open to us. We're just now looking into the permit they (the Cog) have formally submitted to us, and we do have some legal questions about." Heading up the Cog's rescue team will be Michael Pelchat, an experienced climber and skier who is a certified emergency medical technician, a member of the Mountain Rescue Service, and a member of the Professional Ski Instructors Association. Pelchat is manager of the Mt. Washington State Park during the summer and is a ski patroller at Cannon Mt. in the winter. According to plans outlined by the Cog at last Tuesday's widely attended news conference, skiers will be taken by train to the summit of the mountain. From there they'll either ski or hike down to the lip of Tuckerman's with the aid of flags positioned along the route. The team of rescue personnel hired by the Cog will be positioned in various spots along the mountain. One patrol member will be stationed at East Fields (along the descent route from the summit to Tuckerman's), two more will be in the bowl of Tuckerman's, while others will be at the base of the bowl and near Hermit Lake shelter. The first train up each day will carry the entire rescue team and they'll be responsible for radioing ski conditions in the ravine back to Cog officials.

1987

In recent weeks the Cog has been assailed by opponents of the ski train operation, some of whom have termed the venture "insane" and "disastrous." Ski train foes, including the Appalachian Mountain Club and former Gov. Meldrim Thomson, believe the Cog's ambitious plan will lead to the injury and/or death of skiers unprepared for Tuckerman Ravine. "I am concerned that the Cog Railway… would haul hundreds of skiers to the top of the dangerous mountain to ski down one of the most difficult runs in the entire northeast, with little concern for the injured bodies or the possible deaths that might follow this foolhardy enterprise," said Gov. Thomson in a column published in Monday's *Manchester Union-Leader*. "The Cog Railway should seriously re-think this plan," said AMC executive director Thomas S. Deans in a similar *Union Leader* column. "Skiing Mt. Washington is best left to the hardy and well-trained, and Cog Railway service that encourages people who are neither is a dangerous – and potentially lethal – mistake." Since announcing the ski train operation back in January, Cog officials have insisted that train service will not be available to skiers if the weather atop Mt. Washington is unsuitable. If the weather is promising at the start of the day but begins to turn bad as the day wears on, Pelchat will have the authority to close up the day's operation if he sees fit. "If we see clouds coming, we'll fold up and evacuate the summit cone," instituted Pelchat. As an added safety precaution, the Cog has been given clearance to use the Sherman Adams Building at the summit of Mt. Washington for storing rescue gear and for use as a shelter if poor weather suddenly envelops the mountaintop."

- Littleton Courier – Wed, Mar 25, 1987 pg. 8

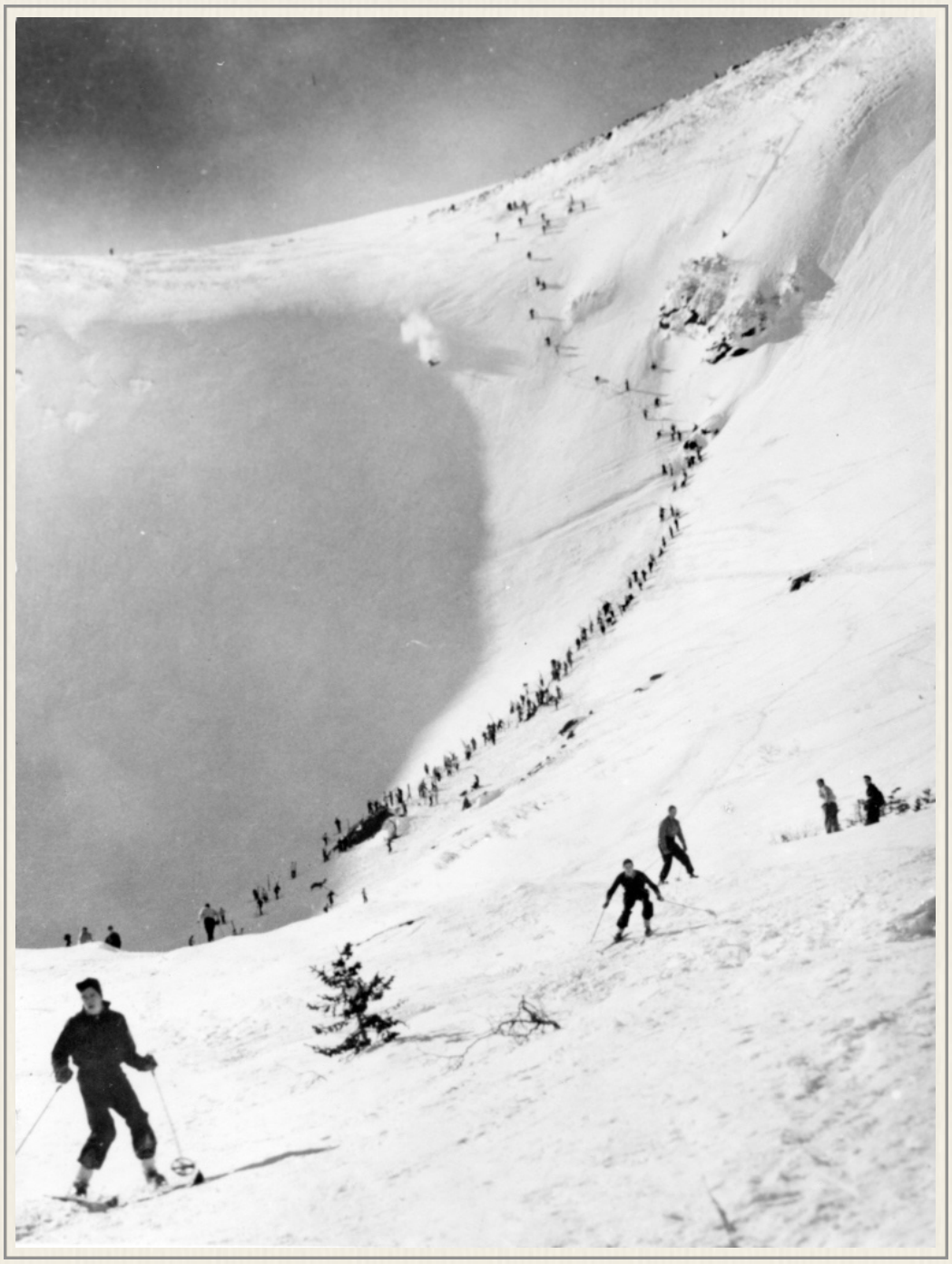
March 24th

Ski Trains Halted: "The Cog Railway's "Little Engine That Could" apparently won't, at least for now, as the U.S. Forest Service has denied a guiding permit to the mountain climbing train. The Cog's spring ski train plans, announced in January and heavily debated since, received a major setback Tuesday *(3/24)* when the Forest Service announced its decision not to issue the permit guide. Citing safety concerns for the skiers and the prospect of the "Tuckerman Experience" becoming too commercialized, White Mountain National Forest Supervisor Michael Hathaway notified Cog Railway owner Joe Bedor of the denial early Tuesday morning. Without the permit, which is required of all groups conducting commercial operations on National Forest land, it is doubtful that the Cog will transport skiers to the summit of Mt. Washington this spring. Ned Therrien, public information officer for the Forest Service, said yesterday Cog officials had indicated last week they would not operate the ski trains without the necessary permit. Tomorrow, April 2, Cog officials will hold a press conference in Concord announcing their intentions following the Forest Service denial. A spokesman for Joel Bedor, a co-owner of the Cog Railway, said the conference will be at 9:30 a.m. at the New Hampshire Highway hotel. The Cog's plan, as devised over the past 12 months, would have seen trainloads of skiers transported to the summit of Mt. Washington by train. From there, they would have skied or hiked down to the lip of Tuckerman Ravine, assisted by a team of rescue personnel hired by the Cog. Michael Pelchat, an experienced climber, skier and member of the Mountain Rescue Service, has been hired by the Cog to direct the safety operations. Despite the Cog's "well thought out plans," Therrien said the Forest Service "could not in good conscience" issue the permit due to the many concerns regarding skier safety. A prepared statement issued by the Forest Service said there was "too high a risk factor" in allowing skiers to be exposed to the often-dangerous weather conditions atop of Mt. Washington, and that the Cog's plans "didn't deal with" all the necessary safety factors. The Forest Service statement also indicated that the commercialization of the "Tuckerman experience" was not in vogue with the traditional hike up to the headwall of the precipitous ski run. "The Tuckerman Ravine experience has traditionally been a walk-in experience… it is our objective to preserve that experience, and resist the commercialization of winter activities," said the Forest Service announcement.

Tuesday's denial came about on the recommendation of Androscoggin District Ranger Gary Carr, who for the last week has been studying the Cog's plans. After initially claiming they should be exempt from the permit process, Cog officials backed off their statements last week and applied for a permit, promoting Carr's study. Carr's recommendation not to issue the permit was reviewed Monday by Hathaway, who in turn agreed with Carr's assessment. In addition to the Forest Service decision to halt the ski train, a movement in the state legislature to stop the operation was also set into motion last week when the House Rules Committee voted to suspend legislative deadlines to allow introduction of a resolution that protests the plan. One sponsor of the resolution, Rep. Marion Copenhaver, D-Etna, said the Cog's plans were "fraught with severe dangers." Whether the ski train would have met its goal of climbing Mt. Washington this Saturday, as originally planned, was actually no certainty according to Wayne Presby of Lisbon, a partner with Bedor in the Cog operation. Presby said Tuesday morning that due to severe weather conditions expected on the mountain throughout the week. Cog offi-

cials did not expect the train to operate this weekend. "It looks as though the weather conditions will not meet our required criteria, so I doubt if we'll run this weekend," said Presby, who at the time of the interview did not know of the permit denial. Cog Railway workers have been working on the tracks for the past two weeks, said Presby, and trains have climbed as high as Jacob's Ladder, the steepest section of track. Some snow removal from the tracks near the summit of Mt. Washington must also be completed before the trains would be allowed to run, added Presby."

- Littleton Courier – Wed, Apr 1, 1987 pg. 1



The Inferno ski race under on the Headwall of Tuckerman's Ravine (Apr 1939)
- Winston Pote photograph / New England Ski Museum

April 1st

Plan B or April Fools?: "In response to Tuesday's denial of a guiding permit from the U.S. Forest Service, the Mt. Washington Cog Railway has come up with a novel approach to keep its ski train plan alive. In hopes of extending the Tuckerman Ravine ski season well into June, when the Cog will be in a normal summer operating mode, Cog officials said they will soon institute a unique snowmaking system at Tuckerman's, drawing water from the Lakes of the Clouds. Officials from the Appalachian Mountain Club, the Forest Service and the NH Fish & Game Dept. have given the Cog preliminary approval for the project, providing that the lake water is treated to reduce acidity of the artificial snow. Officials are concerned that an acid-based snow could rapidly deteriorate ski wax, resulting in serious falls. According to a Cog spokesperson, the snowmaking system went on line this morning, April 1."

- Littleton Courier – Wed, Apr 1, 1987 pg. 1

April 2nd

Ski Trains Abandoned for 1987: ""Having been denied a guiding permit from the U.S. Forest Service, the Mt. Washington Cog Railway will abandon its spring ski train plans for this year. With any luck at all, however, things might be different next spring. Speaking to a large media contingent last Thursday *(4/2)* at a Concord press conference, Cog Railway owners Joel Bedor and Wayne Presby said they'd forget about the ski train operation for this season, but they promised to appeal last week's Forest Service ruling, which effectively killed the Cog's announced plans to transport skiers to the top of New England's highest mountain. The owners, who had planned to charge each person $79 to ride the trains to the summit of Mt. Washington, said as businessmen they had been "victims of unfair and unlawful discrimination by the Forest Service and we intend to appeal this decision by every available means." The Cog's ski trains were to have begun transporting skiers bound for Tuckerman Ravine last weekend, some seven weeks earlier than the usual summer operations begin. Since most pre-season preparations have already taken place at the Cog's base facility, Bedor said the trains will begin normal operations earlier than usual this season, with April 25 the proposed starting date. Those wishing to ride the train will not be allowed to carry skis, however, in compliance with the Forest Service ruling. At last

Thursday's press conference, the Cog owners blasted the Forest Service for refusing to grant the railway the guide permit. Bedor and Presby said the Cog's detailed safety plans were more than adequate and that they would actually increase skier safety at Tuckerman's. The owners issued a statement which said, in part: "The fact is that the operation of the Cog Railway and the granting of the permit to allow the presence of our own professional rescue team would make Tuckerman's safer than ever before, effectively doubling the number of emergency personnel on the mountain without measurably increasing the number of skiers." Bedor also pointed out that there already existed a helicopter service which carried skiers to the top of the mountain and that the helicopter service operates without a federal forestry guide permit, much like the Cog had hoped to do. "If the basis for this denial was carried to its logical conclusion, no winter permits would ever be issued for similar activities such as the helicopter service, and skiers would be denied access to Tuckerman Ravine," said Bedor. According to the Cog owners, no guiding permit was or is actually needed by them to go ahead with the plan to take skiers to the summit. But the Cog, in planning the ski train operation, had decided to yield to the concerns voiced by critics by developing "a comprehensive safety plan to minimize the risk of skiing Tuckerman Ravine. The Cog's plans included careful consideration hourly of weather conditions; the hiring of a highly skilled and trained coordinator, rescue personnel and mountain guides; purchase and use of the most sophisticated emergency and medical gear; distribution of that gear at strategic locations on the summit cone and in the ravine; the screening of skiers to eliminate those without adequate skills; a comprehensive communications network to alert skiers to changing conditions and to call for aid in medical emergencies. Because the appeal process through the federal agency and the courts is expected to take several months to complete, the Cog owners decided to drop this spring's ski trains plans, opting instead to shoot for operation in 1988. As for the normal operations which will begin later this month on a weekend-only basis, Cog owners said they will not transport skiers to the summit. "We want the safest skiers' plan possible and that plan includes guides," said Presby. "Without guides there will be no service."

After last Tuesday's permit denial, Governor John Sununu made his first public comment on the Cog Railway venture as he applauded the Forest Service for exhibiting "sound judgement" in its decision. "I applaud the wisdom of the Forest Service in making its decision," said Sununu. "There were obviously many factors to consider, but I believe that by refusing the permit, the Forest Service has demonstrated its long-standing commitment to ensure the overall safety and well-being of the public. The ski train plan contradicts the most basic elements of safety and common sense," added Sununu. "Mt. Washington presents some of the toughest and most unpredictable weather conditions – for skiing or in general – that are known to man. It would be foolish to unnecessarily expose large numbers of skiers of unverifiable ability to the potential dangers of Tuckerman Ravine. Furthermore," Sununu concluded, "the ski train poses increased problems to individuals responsible for the welfare of skiers in the Ravine. It is unfair of the plans' sponsors to expect individuals involved in safety aor rescue operations to expose themselves to the additional and perhaps unnecessary risks that are likely to result if such skiers are taken up the mountain by the Cog." In refusing to grant the guiding permit to the Cog, White Mountain National Forest Supervisor Michael Hathaway last week expressed the same concerns when he said "unusual demands posed by spring skiing on Mt. Washington have some inherent risks that even the best-made plans and most competent people may not be able to deal with." Hathaway said that as the federal agency "responsible for the land surrounding the top of the mountain, and with 70 years of experience dealing with its unusual, unpredictable and often frightening moods" the Forest Service could not "in good conscience" approve the guiding permit."

- Littleton Courier – Wed, Apr 8, 1987 pg. 1 & 11

April 13th

Ski Helicopter & Fur - Flies: "Cog Railway co-owner Wayne Presby is mad. And you really can't blame him. Just nine days after the U.S. Forest Service halted the Cog's plans to ferry Tuckerman Ravine skiers to the summit of Mt. Washington, helicopters loaded with skiers began the same type of operation last weekend. What has Presby so upset is the fact that the helicopter service is being permitted to run the operation even though it has no guiding permit nor rescue personnel assisting the skiers. Late Last month the Cog Railway was denied a guiding permit by the Forest Service due mainly to safety concerns for skiers who would be hiking down from the summit of Mt. Washington to the lip of Tuckerman's. The denial came about despite an elaborate safety plan devised by Cog owners Presby and Joel Bedor, both of the Littleton area. Even though the Cog could conceivably have run the trains without the guiding permit, Cog officials decided to abide by the ruling, though they have promised to appeal the denial. "There certainly isn't much fairness there," said Presby Mon-

day morning. "The Forest Service is letting the helicopter service take people up (to the mountain) left and right and then they're just dumping them off. There are no guides, no rescuers, nothing. I'm real upset at this." According to Androscoggin District Ranger Gary Carr, who recommended that the Cog be denied its guiding permit, the helicopter service, known as Mt. Washington Summit Trips, is operating without a permit this year despite pleas from the Forest Service that they obtain a permit. In past years, said Carr, the helicopter service has gone through the permit process, but this year they have failed to follow through on that process. White Mountain National Forest supervisor Michael Hathaway said Monday that because the helicopter service begins and ends its journey on privately owned property and not National Forest land, little can be done to stop the service. The helicopters begin their flights at the Glen House site in Pinkham Notch and land on a portion of the Mt. Washington Auto Road. Hathaway said that if the helicopter service included guides who would be leading skiers through and across National Forest land, then a guiding permit would be needed, as was the case with the Cog Railway. But because the skiers are left to fend for themselves once they disembark from the helicopter, the Forest Service cannot stop the helicopter flights. A spokesperson for the helicopter service, which is operated by Al Risch *(right)* of Madison, said earlier this week that in other years they did offer a guiding service to skiers but due to the tighter guiding regulations on National Forest land, they dropped the guide service several years ago. "The only thing we supply now is the transportation," said the spokesperson. Whether or not Hathaway's assessment of the situation is correct is unclear because Carr says a technicality in the guiding regulations may make the helicopter service illegal. Carr did not specify the technicality, but he made it clear that the Forest Services is not happy that the helicopters are running. "This is not something we are condoning, I can tell you that," said Carr.



Al Risch (2019 obit photo)
- Tom Eastman photo / Conway Daily Sun

In his advertising, Risch stresses the fact that the helicopter service is not offering guided trips. That in itself is annoying to the Forest Service, due to the same skier safety concerns voiced during the Cog controversy. "We're going to try and stop the helicopter service if we can," stressed Carr. In reaction to the helicopter flights, Presby said he called Hathaway and the Forest Service early Monday morning to voice his displeasure, and he said he was upset because, "the Forest Service isn't doing a darn thing to stop the helicopters. It doesn't seem right that after we were told to set up a safety plan for our train operation, which we did, we were still denied a permit, while the helicopters are allowed to run with no permit whatsoever," complained Presby. The spokesperson for Mt. Washington Summit Trips said "The Forest Service knows what we're doing, and they've had some conversations with us about the permit… they know we don't fall under their guidelines as far as permits go." *- Littleton Courier – Wed, Apr 15, 1987 pg. 1*

April 15th

Let's Be Fair: Editorial: "Undoubtedly there are persons out there who are saying that Cog Railway co-owner Wayne Presby of Lisbon has a bad case of sour grapes when he complains about the helicopter service currently carrying skiers to the top of Mt. Washington. Wasn't it just two weeks ago that Presby and his Cog Railway were denied a permit to carry out a similar venture? In truth, however, Presby's concerns are valid. Why should Mt. Washington Summit Trips and its helicopter service be allowed to transport up to 16 skiers an hour to the summit of Mt. Washington while the Cog was told they couldn't? Why haven't the helicopter folks been asked to put together a safety and rescue plan for their passengers just as the Cog Railway was asked to do? By now we have all heard the reasons why the Cog was told it shouldn't operate its spring ski trains. The U.S. Forest Service, the Appalachian Mountain Club, the Fish & Game Dept. and even former Gov. Meldrim Thomson all made it clear that the safety of the skiers comes first. What we don't understand is why hasn't the AMC written a column in New Hampshire's only statewide daily newspaper condemning the helicopter service? Why hasn't Gov. Thomson called the helicopter venture "inane and absurd" as he did the Cog's plans six weeks ago? If the Cog Railway has been forced to abandon its spring ski adventure for those hardy souls headed for Tuckerman Ravine, then the same should happen to Mt. Washington Summit Trips. What's fair for one, should be fair for all. – MJD" *- Littleton Courier – Wed, Apr 15, 1987 pg. 4*



April 25th

Skier-less Season to Start: "With or without skiers, the Mt. Washington Cog Railway will begin regular train service this weekend according to Cog president Joel Bedor of Littleton. Bedor said yesterday that non-skier service to the top of the 6,288-foot peak will begin this Saturday *(4/25)* on a weekend only basis. For now, trains are scheduled to run at 11 a.m. and 1:30 p.m., but more trains will be added if the demand is there. The price, up $1 from last year, is $25. The Cog owner stressed that skiers looking for an easy route to Tuckerman Ravine will not be allowed to ride the trains, in accordance with the U.S. Forest Service ruling two weeks ago that prohibits the Cog from providing its planned ski train excursion. "We'll simply tell skiers that they're not allowed on the train, and that's it," said Bedor. The April 25 opening is believed to the earlier regular opening in the Cog's long and illustrious existence. Traditionally, the Cog begins regular passenger service on Memorial Day weekend. While the Cog will be forced to deny passenger service to skiers, Mt. Washington Summit Trips helicopter ski service will remain in operation indefinitely according to Ned Therrien, public information officer for the White Mountain National Forest. "We've been spending a lot of time on the helicopter service, but there's really not a whole lot we can do about it," said Therrien. "We're pursuing a lot of avenues right now, but I'm not sure the Forest Service can do anything about it this spring."

Mt. Washington Summit Trips, which has had two extremely busy weekends transporting skiers from the Glen House site in Pinkham Notch to a point on the Auto Road near the summit, is apparently exempt from Forest Service regulations because the venture begins and ends on private land. "That doesn't mean we're happy that they're transporting skiers, because we're not," said Therrien. "But there just isn't a lot we can do at this time, so we're concentrating our efforts on correcting things for next year." Therrien said the Forest Service is sympathetic to the Cog Railway and its displeasure with the fact that the helicopter service is operating without any type of safety plan for its passengers as they head for Tuckerman's. "They expressed their concerns about the helicopter service, and we agree with them. It's not fair to the Mt. Washington Cog Railway that the helicopter service be allowed to operate while they're (the Cog) not allowed to provide the same service. As soon as we can do something about it, we will," added Therrien. Bedor said his company, though displeased with the helicopter service, is not trying to shut down the service it is providing. "On the contrary," said Bedor. "We don't think it would be appropriate to shut them down, but we do think it would be appropriate for the Forest Service to let us operate as we originally intended. The helicopter service has had two very busy weekends in a row, and we think they've proven what we've said all along. There have been a



- Littleton Courier - Wed, May 13, 1987 pg. 7A

lot of skiers at Tuckerman's and there have been no serious accidents so to speak. The skiing is relatively safe up there." Bedor said he is optimistic that the Cog will be able to carry out its ski train plans next spring."

- Littleton Courier – Wed, Apr 22, 1987 pg. 7

April 27th

Cog Goes to Concord: "Owners of the Mt. Washington Cog Railway will be in Concord next Monday to meet with Gov. John Sununu. Cog Railway president Joel Bedor said railway officials plan to discuss the Cog's abandoned spring ski venture which was forced to shut down even before the first train began making its way up Mt. Washington. "We want to talk with him firsthand and give him a report on the safety plan we had devised for the operation. Hopefully this will be a big step for us in getting approval to run the trains next spring," said Bedor." *- Littleton Courier – Wed, Apr 22, 1987 pg. 1*

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- Littleton Courier - Wed, May 13, 1897 pg. 7A

June 17th

People of the Cog: "The trip to the summit of Mount Washington on the famous Cog Railway is often breathtaking as New England's highest peak and the surrounding Presidential Range dominate the view. Lost in all the beauty of the surrounding White Mountain National Forest, however, are the persons responsible for making the train trip possible. From Sylvester Marsh, builder of the Railway back in the 1860's, to Bill Bedor, a current day fireman on Engine No. 8, it's been the people behind the scenes who have made the Cog Railway what it is today. The pictures taken by reporter Mike Dickermann in a two-page feature spread reflect the efforts of some of those people." Three of those images appear on the next three pages of this timeline.

- Littleton Courier - Wed, Jun 17, 1987 pg. 10B & 11B

June 24th

New General Manager: "George H. Trask of Randolph, VT has been named general manager of the Mt. Washington Cog Railway. Trask's affiliation with the Cog goes back 40 years ago when, as a student at Lyndon State College, he worked summers as brakeman, fireman and eventually engineer. Later, while a special apprentice for the B&M Railway, he was granted leave of absence for four summers so he could return to the Cog Railway as superintendent. Most recently, Trask has been superintendent and plant manager of the Weyerhauser operation in Hancock, VT for 20 years." *- Littleton Courier – Wed, Jun 24, 1987 pg. 1B*



New Timber for Jacob's: *Track Crew in May (1987)*
- Dave Moody Collection

Trouble with the Line: "Twin Mountain Chamber news: "George Tasse and Kathy Bedor of the Cog Railroad spoke on the problem they were having getting Public Service electric power to the Cog and asked the Chamber to write a letter to the Forest Service on their behalf."

- Littleton Courier – Wed, Jun 24, 1987 pg. 3B



BOILER REPAIRS – Longtime Cog employee Mike Kenly of Jefferson uses a little muscle as he works on one of the rebuilt engines.

July 7th

Forest Service Mulls Cog's Plans: "The decision-making process at the White Mountain National Forest headquarters here (in Laconia) is being tested this month as two major regional attractions have projects pending before the Forest Service. Loon Mountain Recreation Corporation is awaiting word on its plan to utilize 100 acres of National Forest land for the first phase of a proposed 950-acre expansion… Meanwhile the Mt. Washington Cog Railway is awaiting word on its appeal of the Forest Service's denial which forced the Cog to abandon its plans to run spring ski trains to the summit of New England's highest mountain. The appeal, which was filed in late May, is now in the hands of the regional U.S. Forest Service office in Milwaukee, Wisconsin. A decision on whether or not the guiding permit denial will be upheld or overturned will be made by August 7 or 8 said public information office Ned Therrien. Last month the Forest Service contacted the Cog Railway and asked for more exact information on their plan. That information was received and was forwarded to the Milwaukee office this past Monday *(7/7)* for final review by the regional supervisor. Therrien said the Milwaukee office has 30 days to render a verdict in the case."

- Littleton Courier – Wed, Jul 9, 1987 pg. 12

July 15th

Powerline Planned to Summit: Hikers, motor vehicles, trains and occasional racers won't be the only things running to the summit of Mt. Washington a year from now. At least that's if all goes according to the plans of Wayne Presby and Joel Bedor, co-owners of the Mt. Washington Cog Railway. Last week the Cog owners were given the go-ahead to run electric powerlines to the Cog Railway's Marshfield Base Station located nearly six miles from Route 302 and Bretton Woods Resort. According to Presby, that will allow the Cog to eventually supply the summit of Mt. Washington with electric power too, as a powerline running underneath the Cog's railroad tracks will be strung, hopefully by next summer. The Cog was granted permission to run power from Rte. 302 to Marshfield Station last Wednesday *(7/15)* when Presby, Bedor, and Public Service of New Hampshire officials huddled together with U.S. Forest Service personnel in Laconia and reached a compromise over right-of-way jurisdictions. Presby said the Cog and PSNH initiated the powerline project several months ago when they applied for a permit to put the line up along a 4.3 mile stretch of the base road to Marshfield. After being told at first by Forest Service officials that there was no problem in hooking up the Cog with PSNH power, the project was halted two days prior to construction when questions over right-of-way jurisdiction jeopardized the plan. Those concerns were put to rest last week, however, when the three groups reached a compromise. As long as the Cog keeps the route of the powerline off Forest Service land which they have a right-of-way jurisdiction over, the line can be built. For now, the Cog plans to put up an overhead powerline along the base road, though there is a possibility certain sections of the line will be buried. The right-of-way jurisdiction problems stem from the fact that the Forest Service had a small right-of-way along the base road. Mike Hathaway, White Mountain National Forest Supervisor, said the Forest Service right-of-way is located with the final 1.3 miles of the road along a now-abandoned road which parallels the base road. It was earlier believed that jurisdiction along the road belonged exclusively to Bretton Woods Resort and the state highway department, which maintains the base road.

Presby said the first phase of the project should begin next week and take six to eight weeks to complete. The first phase will bring power to Marshfield via the overhead power lines. By fall Presby said the Cog hopes

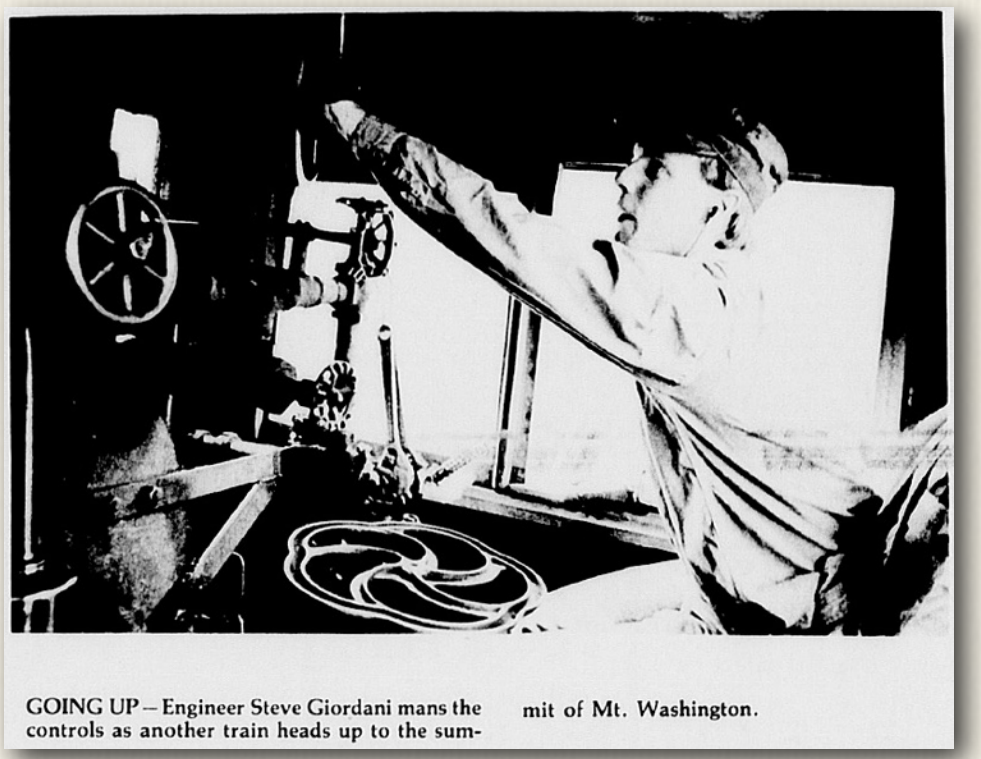
to begin work on running an additional line up the railway tracks to the summit. That line would supply power to the Sherman Adams Summit Building and to WMTW-TV, which now supplies power to the summit with diesel generators. The power installation is also part of the Cog's plan to keep the base station area open on a year-round basis. Presby said that would allow Cog workers to do all maintenance work on Cog engines at the base station, rather than in Lisbon where winter work is now carried out. In order to accommodate both Cog workers and snowmobilers, Presby said a plan will be worked out whereby most of the base road will be used exclusively by snowmobilers. Cog employees would gain access to the base station via Mt. Cling Rd. (a seasonal road closed in winter) and a one-mile stretch of the base road, which would remain partially snow-covered for the snowmobilers. The Cog co-owner said the idea of opening a lodge at the base station for snowmobilers is also being kicked around. The powerline up the base road will be mostly of the overhead design despite some objections voiced by the Forest Service and other conservation groups. Hathaway said Monday the Forest Service is recommending that at least some of the line be buried. According to Hathaway there was a general consensus at Last Wednesday's meeting that the line be buried so as not to hinder the view of Mt. Washington along the highway. Burying the line is an expensive proposition, however, costing about three times as much as an overhead line, so just how much of the line will be buried is still up in the air. Hathaway said his agency is attempting to help the Cog come up with state monies which would offset the higher cost of burying the lines. "For now, they'll start work from Rte. 302 end and continue toward the mountain… by the time they reach the portion of the road we're concerned with, there might be some money available to assist in the burial costs," said Hathaway. Presby said Monday that the overhead line will be as "visibly unobtrusive" as possible and that it will not detract from the view motorists get when driving up the base road. "We'll keep it off to the side… we don't want it to obstruct the view up the mountain," assured Presby. The Cog owner from Lisbon said the total cost of the project, including running power up to the summit, will reach $500,000. If the line were buried, the cost would increase several, several hundred thousand dollars. The powerlines to the summit would eliminate the need for most of the huge fuel storage tanks used to feed the generators at the summit, which are owned by WMTW. The television station charges the state for all electricity generated by them and consumed by the state complex atop the 6,288-foot mountain. Under their proposed plan, the Cog Railway would have to become a franchised public utility in order to charge the summit occupants for electric power they'd be selling. That approval has not yet been granted. In addition to being an eyesore for tourists and hikers who visit the summit, the tanks have created environmental problems in the past when they've sprung leaks. A summit water well was once contaminated by such a leak."

- Littleton Courier – Wed, Jul 22, 1987 pg. 1 & 13

July 23rd

Presby Client Released: "The (New Hampshire) Supreme Court has ordered a state prison inmate released for a new trial on drug charges after finding a "clear and outrageous" conflict between the man's lawyer and the state's informant in the case. The drug case involved Michael Cyrs, convicted of selling cocaine and possessing marijuana. He asked the court to release him from prison arguing that his lawyer had not represented him effectively. According to the decision, the lawyer, Wayne Presby, knew the state's informant in the case against Cyrs. In fact, the justices noted, *(the informant)* was induced to be an informant after *(Presby)* had filed an unrelated complaint against him under the state's habitual offender law. Further, after agreeing to represent Cyrs, Presby discovered that he had been a target of the same police investigation that resulted in the drug charges against his client."

- Springfield (MA) Union News - Thu, Jul 23, 1987 pg. 4



GOING UP – Engineer Steve Giordani mans the controls as another train heads up to the summit of Mt. Washington.

- Littleton Courier - Wed, Jun 17, 1987 pg. 10B & 11B

August 19th

Tip Top Rededicated: Mountain Musing: The rededication of the Tip-Top House on Mt. Washington recently marked the final



HOT STUFF—Mutt Dexter of Landaff had some welding to do last Thursday as he and the Cog crew prepare to put two more engines back on line.

- Littleton Courier - Wed, Jun 17, 1987 pg. 10B & 11B

stages of work to be completed this year in restoring the famous landmark, a milestone in the master plan begun in 1953 to acquire and operate a State Park at the Summit and to improve the maintenance and upkeep of the mountain. The Tip-top House was originally built in 1853 as a hotel for hardy tourists and was considered the highest mountaintop hostel in New England and possibly in the country. It will now become a walk-through museum reflecting developments in the history of Mt. Washington, its restoration representing an investment of $278,000. The AMC contracted with the NH Dept. of Transportation and the Division of State Parks for the work which got under way four years ago. In recent years the deteriorated Tip-Top House was used as construction headquarters during the erection of the splendid Sherman Adams Summit Building, centerpiece of the Mt. Washington State Park. Researching and directing the interior restoration done this year was a committee headed by Paul Doherty, former area conservation officer and former State Parks director. At the rededication, guests were welcomed by Robert Morrell of Story Land. The commemorative speaker was Prof. William Taylor of Plymouth State College, who "pointed to the sublimity and beauty of the mountain he viewed as the most public of mighty peaks visited by thousands of people every year." All in all, it was an historic occasion that once again focused attention on mighty Mt. Washington and the unique position it occupies as the overlord of the great White Mountains. Not the least of its claims to fame is the fact that it is home to a network of trails that includes one associated with the Appalachian Trail that courses from Springer Mountain in Georgia to Mount Katahdin in Maine."

- Littleton Courier – Wed, Aug 19, 1987 pg. 3A



September 6th

Feds say No Ski Train - again: A cog railway that would take skiers to the top of Mount Washington for a schuss down the famed and feared Tuckerman Ravine headwall remains the little train that can't. The eastern regional forester for the U.S. Forest



Service, Floyd Marita, has upheld the March decision by the supervisor of the White Mountain National Forest, Michael Hathaway, against the Mount Washington Cog Railway. In its appeal, the railway suggested it is being discriminated against because a helicopter service is allowed to take skiers to the top of the headwall, the steepest natural slope in the east.

- Burlington (VT) Free Press - Sun, Spt 6, 1987 - pg. 34

September 11th

Cog Appeals - again: The owners of the Mt. Washington Cog Railway may have swung and missed twice in their efforts to gain permission to run guided spring ski trips to Tuckerman Ravine, but that doesn't mean they've struck out. Wayne Presby of Lisbon, a co-owner of the Cog Railway, said earlier this week that his company has appealed the latest U.S. Forest Service ruling which denied the Cog a guiding permit for the second time in six months. The latest denial was handed down last month by the Forest Service Regional Supervisor in Milwaukee, Floyd J. Marita, who upheld a March ruling by White Mountain National Forest officials in which the Cog was not allowed to operate a guiding service from the summit of Mt. Washington to the Tuckerman Ravine. The Cog's latest appeal was filed late last week and was sent back to Marita's office in Milwaukee. The appeal will be forwarded to the chief of the U.S. Forest Service, and he'll rule on the appeal sometime this fall. "We're asking that we be given an opportunity to present our case in person," said Presby. "We feel the safety plan we've devised is workable… we're hoping the final response will be different this time." In the meantime, the Cog owners are debating whether or not to run ski trains to the summit of the northeast's highest mountain next spring, minus the guiding service. "That's something we've been considering ever since the first denial last spring. We're certainly giving it some serious thought," said Presby. "We'd like to do things as we originally planned, but if we have to go to the other (guideless) plan, we will." The ski train operation without guides would be similar to the spring helicopter service now run by Al Risch of Madison. Risch transports skiers from Pinkham Notch to a point on the Mt. Washington Auto Road near the summit area, where they are dropped and left to themselves. Since the helicopter service originates and ends of private property, the Forest Service is powerless to halt the operation. By running skiers up to the summit via



Mt. Rushmore flag unfurled by crane at Base Station (1987)
- Callahan Family Photo



RESTORED ENGINES – Dedication ceremonies for the two restored Cog Railway engines were well attended thanks to a nice day and the sentiment held for the "little engines that could." (Photo courtesy of Ray Hopkins)

the train and leaving them to fend for themselves, the Cog can run the same operation next spring if it so chooses."

- Littleton Courier – Wed, Sep 16, 1987 pg. 1

September 16th

Engines & Big Flag This Weekend: The dedication of two restored locomotives at the Mt. Washington Cog Railway is scheduled to take place this Saturday, with ceremonies scheduled to begin at 1 p.m. Included in the ceremony will be the presentation of 45' by 85' National Rushmore Flag by representatives of the National Park Service. The flag presentation coincides with the national day set aside to celebrate the 200th anniversary of the signing of the U.S. Constitution. The flag will arrive in a special commissioned chest by a Cog Railway trains from the top of Mt. Washington where it will be met by an honor guard. The flag was sewn together and dedicated at the John F. Kennedy Library in Boston, MA. That flag has stars that span 2½ feet from point to point while the stripes measure 3½ feet wide. The field of blue is 40 feet square."

- Littleton Courier – Wed, Sep 16, 1987 pg. 3A

September 18th

Two Restored Engines Dedicated: Leaden skies that earlier shrouded the upper portions of majestic Mt. Washington magically and momentarily cleared Saturday *(9/18)* afternoon. The sun came out as white clouds drifted overhead, when impressive ceremonies were held marking the dedication of two restored locomotives on the Mt. Washington Cog Railway. The cooperative weather set the stage for this event held on the national day set aside to celebrate the 200th anniversary of the signing of the U.S. Constitution. Heading the speakers were Cong. Judd Gregg and N.H. Councilman Raymond Burton, while among those attending was State Senator Charles Bond of Jefferson. The two restored cog engines were appropriately dedicated with champagne by Arlene Trask and Cathy Bedor. Joel Bedor paid tribute to members of the Cog Railway staff for their efforts, including George Trask, longtime employee and general manager, and his son, Bobby Trask, assistant. Special thanks went to Michael Kenly, shop foreman, who supervised the restoration of the railroad equipment.

- Littleton Courier – Wed, Sep 23, 1987 pg. 16A

November 16th

Ski Trains - No Guides: Wayne Presby of Lisbon, co-owner of the Cog Railway, confirmed Monday *(11/16)* morning that the mountain-climbing train will ferry skiers to the summit of the northeast's highest peak next spring. That decision has been made despite the opposition of the U.S. Forest Service, which has twice denied the Cog permission to guide skiers from the summit of Mount Washington to Tuckerman Ravine. According to Presby, the Cog will begin spring skier service in early April, much as they had planned last year. They will not be guiding skiers to Tuckerman Ravine… "Basically we're going back to our original plan," said Presby. "We're going to open the first weekend in April (weather permitting) and if we have some skiers who want to be taken to the summit then we'll take them. We will not be guiding them, however." Presby added that the Cog will screen skiers "as best we can" before transporting them up the mountain. "The regional Forest Service office has told us that they had no problems at all with our original safety plans and that their final decision to uphold the appeal was based solely on protecting the traditional Tuckerman experience… they say the Cog Railway isn't and hasn't been a part of the that tradition," explained Presby.

"If the Cog is going to guide skiers across the Forest land, then they need a permit, but if they're not, then they don't need one," confirmed National Forest Supervisor Michael Hathaway, who said he had not heard of the Cog's plans prior to Monday's call from the Courier. Hathaway refrained from commenting any further on the Cog's plans. "I understand what they're concerned with… especially the overcrowding," said Presby. But the Cog owner said he has suggested to the Forest Service that a limit be set on how many skiers would be allowed to ascend Mount Washington by train. That plan has been rejected by Forest Service officials according to Presby. *- Littleton Courier – Wed, Nov 18, 1987 pg. 1*

November 26th

Summit Thanksgiving Marred by Moose Suicide: "The holiday season is tough on everyone. Call it the winter doldrums, a domestic dispute or the holiday blahs, but whatever the cause, it was enough to make a visibly upset and distraught cow moose leap to an untimely death atop New England's highest peak late Thanksgiving Day *(11/26)*. In a bizarre end to what started out as a traditional Thanksgiving Day feat, a 500-pound cow moose managed to climb 6,288 foot Mount Washington Thursday, ascend a staircase to the roof ion at the compound on top of Mount Washington of the Mount Washington Weather Observatory and leap 20-feet to its death on jagged, ice covered rocks. "Milly the Moose," as workers on the mountaintop have named her, committed suicide shortly after observatory crew members returned from a turkey dinner at the WMTW-TV transmitting station. It was only the second time a moose has been reported to have reached the summit and was the first winter ascent of the mountain by a moose. Weather observers Peter Bosco, Al Oxton and Greg Gordon noticed a pair of moose tracks on the summit at 6:30 p.m. as they walked to dinner from the observatory to the WMTW-TV transmitter quarters. Returning to the weather observatory at 8:30 p.m., weatherman Al Oxton climbed into the weather tower to take readings from the instrument on the world's windiest peak. In 18 years of working week-long winter shift on the mountain, Oxton had seen it rain cats and dogs, but never, until last Thursday, had he seen a moose monsoon. "Everything was quiet until about 9 p.m. when Al went up to the observatory tower," Peter Bosco, of the Mount Washington Observatory, aid. "At that point, he noticed a moose on the roof. He didn't want to raise its attention, so he rang the bell down into the observatory building." Thinking something was wrong, Bosco and Gordon checked with Oxton who quietly informed them that there was, indeed, a moose walking around on the flat observatory rooftop. "I was startled to see some movement down at the other end of the roof," Oxton said. "Through the fog and darkness, I made out what was a large, four-legged creature roaming around." Bosco left the front door to investigate, and sure enough, noticed moose prints leading up the stairs to the roof. "It was very foggy and dark, and visibility was difficult – about 50 to 100 feet," Bosco said of his cautious approach to the rooftop. "Unfortunately, as I was going up the stairs, she was coming down. I think she was more afraid of me than I was of her, so she ran back up the stairs. She apparently felt the next best way out of the situation was over the railing at the front of the room. Unfortunately, she fell and landed on a sharp rock, suffering internal injuries. He died almost immediately. It' humorous, but it's also unfortunate at the same time," Bosco added. Gordon field dressed and quarter the animal, while the head was given to state Fish & Game Department officials for examination. Bosco aid the moose appeared confused and agitated before leaping to it and speculated that a parasite, disease or brain disorder caused the moose's strange behavior. Th moose meat is now hanging at the Weather Observatory and winter crew members are reportedly looking forward to many moose meat meals this season."

- Littleton (NH) Courier – Wed, Dec 2, 1987 pg. 1

December 2nd

The Tuckerman Mystique: Editorial: The U.S. Forest Service recently rejected for the second time the Cog Railway proposal to ferry competent skiers up Mt. Washington, guide them to Tuckerman Ravine and send them on their way downward. Saying too many accidents would occur, it also said the "Tuckerman mystique" would be lost. This seems irrelevant considering there is now helicopter service for skiers to the top of Mt. Washington. The service does not screen skiers' abilities as the Cog would have done nor does it have escort service to the top of the headwall. Gone is the "mystique" of Tuckerman – a mountain that only the toughest, strongest skier would attempt, climbing up on foot, skis slung over a shoulder, boots in a backpack. Granted, neither helicopter nor Cog would attempt the ascent in bad weather and it hardly seems likely that beginning skiers would venture here. But the experts will surely now be joined by intermediate skiers who will bite of more than they can chew. Thus, safety will be a problem. In all honesty, we think that neither Cog nor helicopter should be allowed to take skiers upward. We think the Tuckerman mystique should be preserved, sort of a last frontier for the intrepid adventurer. And the expense of rescue operations plus the protection of skiers

should also be considered. But, if the helicopter service is allowed to break with tradition, others will come along and do the same. And, if the Cog offered the extra bonus of safety procedures, it should have been licensed. As it is, the Cog will run anyway, with or without the safety procedures. – OPG"

- Littleton Courier – Wed, Dec 2, 1987 pg 4

Base Road Winter Access: Running ski trains to the summit of Mount Washington isn't the only plan in the works by the owners of the Mount Washington Cog Railway. In fact, co-owner Wayne Presby of Lisbon said this week that plans for winter operations at the Cog's base station are just about set. For the first time in memory, and probably the first time in the Cog's long and storied history, Presby said the Cog plans to keep open a road to the Marshfield Station base area this winter. This will allow railway maintenance men to work at the base station on a year-round basis, spending most of their time refurbishing the eight Cog Railway engines which annually transport thousands of visitors to the top of New England's highest mountain. Following negotiations with the state Highway Dept. and the state Bureau of Off Highway Vehicles personnel, the Cog will be allowed to keep the Mt. Clinton Road open to vehicular traffic through the winter months. The winding and hilly 3.2 mile state highway, which intersects with Route 302 across from the former Crawford House site, will be maintained by the Cog. At the point where the Mt. Clinton Road intersects with the Base Road (about 1.5 miles from the base station), road maintenance will continue all the way to the base area, with an eight-foot section remaining untouched for use by snowmobilers. In anticipation of the powerlines to the base and the winter operation, Presby said several buildings, including the engine workshop have been insulated. Presby said a five-man maintenance crew, headed by Mike Kenly of Jefferson, will spend the winter in the shop preparing the engines for summer operation. Next April, when the Cog plans to run ski trains to the summit, all eight engines should be in working order. That, said Presby, would be a first for the Cog operation. "In other years we've had the engines taken to Lisbon, Lancaster, Bethlehem, and other towns where the maintenance was done… this year we've kept them right at the base station and we'll have all of them in running condition when we open in the spring," said Presby. The Cog owner also said that the base area will be utilized this winter by snowmobilers, skiers, and winter hikers. Presby said a small snack bar will be open on weekends, serving lunch, while the former Teague chalet will be used for those seeking lodging at the base station area. Catering mainly to groups, Presby said the chalet will accommodate up to 15 persons, and if notified, a full lunch and dinner would be available for the chalet guests. Presby said the Cog hopes to open the lodge and snack bar right after Christmas. During busy vacation weeks, the snack bar will probably be open during mid-week, he added. Doug Eoute, chief of the Bureau of Off Highway Vehicles, said Monday that beginning Dec. 5 the Base Station Road up to the Mt. Clinton intersection will be closed to all conventional motor vehicles. Motorists caught driving on the closed road will be fined. Motor vehicles will be allowed only on the Mt. Clinton Rd. and the upper portion of the Base Road."

- Littleton Courier – Wed, Dec 2, 1987 pg 6

December 30th

Add Peppersass to Franklin Mint Collection: Mountain Musing: When the Franklin Mint of Franklin Center, PA gets around to reprinting its excellent little sales piece titled, "The World's Greatest Locomotives," on the Railway and Locomotive Historical Society's "precision detailed miniatures," we urge that one of the world's most unique pioneers in railroading, "*Old Peppersass*" of the Mt. Washington Cog Railway be included in the collection of miniatures and given the recognition it is due… We can think of no reason why *Old Peppersass* should not lead any parade of "the world's greatest locomotives" – it was great not for imposing size but for its pioneering role. Today it occupies a place of honor near the Cog Railway Museum at Marshfield Station."

- Littleton Courier – Wed, Dec 30, 1987 pg 5A



- John Rolli Collection

1988

January 4th

DC Ski Train Huddle: "The owners of the Mount Washington Cog Railway will get a chance to push for their proposed spring ski train operation early next month in Washington, D.C. when they pay a visit to the assistant Deputy Chief of the U.S. Forest Service. Wayne Presby of Lisbon, co-owner of the Cog Railway, said he'll be in Washington Jan. 4, 1988 to meet with Larry Henson of the forest Service to discuss the Cog's latest appeal of a guiding permit denial issued last spring. "We're going to go down to Washington with photos of the ski train excursions of the 1950's and let them know it has been done successfully before and that it is being done successfully now in Europe," said Presby. "We've got the only place in the country which can offer a train service to skiers like this. It would be a special type of operation, for sure."

- Littleton Courier – Wed, Dec 16, 1987 pg. 6

January 13th

Cog Owner Makes His Pitch: "One year after announcing plans to run ski trains to the summit of the Northeast's highest peak, the owners of the Mt. Washington Cog Railway remain hopeful that they'll eventually get clearance from the U.S. Forest Service to begin the spring train operation. Earlier this week, Cog Railway co-owner Wayne Presby of Lisbon said his company is still waiting for word from the national U.S. Forest Service headquarters in Washington, D.C. on whether or not the Cog will be given a guiding permit. That permit, which would enable the Cog to guide skiers from the summit area to the lip of Tuckerman Ravine, has been denied twice in the past year, once by White Mountain National Forest Supervisor Michael Hathaway, and once by Regional Forest Service head Floyd Marita. Last week Presby visited with U.S. Forest Service officials in Washington, making a personal appeal on behalf of the popular Granite State tourist attraction. Presby said his hour-long visit with Forest Service officials Bill Svenson and Larry Henson was aimed at convincing the federal agency to issue the guiding permit to the Cog Railway. "I think I left them with a fairly favorable impression of our operation," said Presby. "They had no reservations whatsoever about the safety plan we've discussed all along but preserving the traditional Tuckerman experience is still a key factor as far as they are concerned." Armed with pictographic books detailing the Cog Railway operation and the popular Tuckerman Ravine spring ski excursion, Presby said he hoped he had left the Forest Service officials with an accurate portrayal of the importance both of traditional experiences play in an area which thrives on the tourist trade.

The personal appearance by Presby in front of Forest Service officials not directly involved in the day-to-day operation of the White Mountain National Forest was the first for Cog officials since last April, when Hatha-

way originally denied the Cog a guiding permit. During the initial phase of the Cog's appeal of the permit denial, all correspondence with the Cog and the regional Forest Service office in Milwaukee, Wisc., was by mail. Presby has announced that the Cog plans on running ski trains this spring regardless of securing a guiding permit. Under the Cog's revised plans, which were outlined in the Courier in November, skiers would be transported to the summit area then dropped off. All skiers bound for Tuckerman Ravine would be responsible for making their own way across the treeless President Range to the lip of the glacial cirque. For now, Presby indicated he and co-owner Joel Bedor will wait for a decision from Washington before finalizing any spring plans."

- Littleton Courier – Wed, Jan 13, 1988 pg 11

March 9th

Forest Service Denies Cog & Helicopter Trips: *"*Battle lines are being drawn this week atop Mount Washington as the spring ski season at Tuckerman Ravine gets closer and closer. The U.S. Forest Service and officials at the white Mountain National Forest (WMNF) headquarters in Laconia brewed up a storm of controversy this past week by announcing that the Cog Railway will not be able to run spring ski trains to the top of New England's highest mountain. They also announced other operations designed to mechanically transport skiers to the summit will also be banned. In effect, the latest Forest Service rulings, if enforced, will stop the Cog and a Madison-based helicopter service from ferrying skiers to the summit area, where they are dropped off and left to fend for themselves and they head for the lip of Tuckerman Ravine. How the Forest Service will stop skiers from cross WMNF land is still unknown, but WMNF public information officer Ned Therrien said yesterday *(3/15)* that the Forest Service is bound and determined to enforce its latest mandate. "Obviously there are some logistical problems (with the enforcement), but we have capable law enforcement personnel and enough equipment to do the job," said Therrien. "It's not a question now of whether the skiers are prepared for the summit conditions or not prepared… if they cross Forest Service property, they're probably violating federal statutes."

Last Wednesday *(3/9)* Chief Forester Dale Robertson of the Forest Service office in Washington, D.C. ignited the latest round of controversy surrounding the Cog operation when he upheld a March 1987 ruling by WMNF chief Mike Hathaway that the Cog not be issued a guiding permit for its ski train operation. The Cog has appealed the ruling twice… In both cases, Hathaway's original ruling was upheld. Cog spokesperson Cathy Bedor said the railway officials were "disappointed" at the latest ruling out of Washington. "We thought we'd be helping everyone by putting together a safety team… we don't understand their reasoning," said Bedor. "We had high caliber people lined up… but they won't allow us to use them" Despite having their spring ski train venture shot down for the second straight year, Bedor said the Cog will begin operations earlier than usual this spring, weather permitting. She said first trains will head up to the summit the weekend of April 16-17. And if there just happens to be people on board who want to ski Tuckerman Ravine, then Cog officials won' prevent them from leaving the train when it reaches the summit. That, however, is where the Forest Service says it will intervene. Therrien said Forest Service officials will do everything in their power to prevent skiers using "mechanical conveyances to ready the summit" from crossing onto WMNF land and walking down the steep southeast cone to Tuckerman's headwall. "That's what we're trying to stop," said Therrien."

The Cog Railway won't be the only ski life operation affected by the Forest Service plan. A helicopter service run by Al Risch of Madison will also not be allowed to run this spring under the Forest Service 's crackdown on skier transportation services to Mount Washington. That operation, which has been run for nearly 15 years, was allowed to operate last spring, despite the objections of Cog Railway co-owner Wayne Presby, who insisted that the Forest Service treat the two operations in the same manner. As for the Cog's April 16 opening, Bedor said that during the past year, the railway has received a number of inquiries from groups wishing to use the train for spring trips to the summit. School groups and tour groups are among those already booked for this spring. Since none of the summit buildings are scheduled to open until Memorial Day weekend, riders will basically be along just for the ride. But Bedor said anyone with skis who wishes to ride the train to the summit will be allowed to do so. They will be on their own, however, when they set out on foot for Tuckerman's. "We'll treat these skiers just like we've treated others who've used our train in late May, when that was our traditional opening," said Bedor."

- Littleton Courier – Wed, Mar 16, 1988 pg. 1 & 13

March 15th

Unpaid Bill: Twin Mountain notes: "The Twin Mountain Chamber met at the Fire Station March 15 with 16 present. President Victor Hoffman opened the meeting by asking guest David Snell, executive director of the Littleton Area Chamber of Commerce to speak to the group. Snell said low attendance at meetings and participation in events was on the main problems (as it is in most organizations). There was a discussion on the unpaid bill of the Cog Railway."

- Littleton Courier – Wed, Mar 23, 1988 pg. 3B

March 16th

The Right Trek: "Editorial: "The Forest Service has again turned down the Cog Railway's proposal to ferry skiers to the summit of Mount Washington so that they can ski down Tuckerman Raving. This is fair enough, but only if the Forest Service also stops helicopter service to the summit as it is trying to do. After two earlier denials of the Cog plan, the final ruling made by Chief Forester Dale Robertson cites the fact that Tuckerman has always been a walk-in area for intrepid skiers willing to brave the treacherous elements there for the thrill of skiing the headwall. This is the skier's ultimate experience. The Tuckerman headwall. As a longtime skier who has never skie Tuckerman, we believe this mystical skiers' lore should be left as is. The Forest Service is on the right track by deciding to discourage both the Cog and the helicopter service. Give both the nod – or neither." – OPG
(Oliva Garfield – Managing Editor)

- Littleton Courier – Wed, Mar 16, 1988 pg. 4



Remembering Ski Trains: Allen Haggett: *"Throwback - Spring 1988 Ski Trains to Tuckerman's Ravine. Forest Service wasn't happy when we arrived at the summit with skiers. Forest Service wouldn't let us unload ski passengers, so we backed down off the summit to Lizzies and let them off so they could hike to the summit and still ski Tuckerman's".* ***Art Poltrack:*** *"How does the US Forest Service have jurisdictions on NH state land? A little over the top authority if you ask me…" Tim Lewis: "Art - the State only owns the 60-acre Summit circle of the park - all the rest is White Mountain National Forest including Tuckerman's." Art Poltrack:"Tim exactly. I'm not sure why the us forest service has a say on state land." Tim : "Art - Wayne's plan involved bringing spring skiers to the Summit (state land) then guiding them to the top of the head wall over U.S. Forest service property. Once the cog ski riders were outside the state park it was federal jurisdiction. The later ski trains to Waumbek avoided the conflict as skiing was done within the Cog ROW…. Boundary lines have (as you know) always been a bit contentious. I think the collection of news clips and paperwork from the time now available in that Jitney Years PDF thingie would help clear things up (or not).* ***Kathy-Rae Emmi:*** *"That sure was a memorable day (5/14) of skiing with extra adventure."*

- Poster / Allen Haggett Collection - Comments from Mt. Washington Cog Railway: We Worked There FB page

April 11th

Forest Service Seeks Skier Cooperation: "Skiers headed for Tuckerman Raving this week and in the coming weeks have been asked by the U.S. Forest Service to protect the spring "hike-in" tradition associated with the popular ski run. Michael Hathaway, Forest Supervisor of the White Mountain National Forest, in a statement issued Monday *(4/11)* from the WMNF headquarters in Laconia, asked skiers utilizing non-traditional methods of transportation up Mt. Washington, to avoid the ski field above Tuckerman Ravine and to avoid the Ravine itself. "We are asking anyone that rides or flies to the top of Mt. Washington not to ski onto the snowfield above the Ravine or into the Ravine itself," said Hathaway. "We will monitor use and if we do not get cooperation (from skiers) we will reluctantly issue a closure order that will restrict entry into the snowfields and Tuckerman." Hathaway's statement comes just five days before the first scheduled Cog Railway trains are to run from Marshfield Station to the summit. The Cog, which has fought for more than a year in its effort to run spring ski trains to the summit area, will operate at least one trains this Saturday and Sunday, though the trains are not specifically geared toward skiers. Wayne Presby, Cog Railway co-owner, said his company will open for the season this weekend, with trains scheduled to run at 9am each day. Although the Cog is not advertising the train trips as ski ventures, Presby says the cog will allow skiers to board the train for the one hour ride to the summit. Skiers who arrive atop Mt. Washington, by either the Cog Railway or by a Madison helicopter service, are being allowed to ski snowfields other than those near Tuckerman Ravine, If skiers attempt to strike off for Tuckerman's, the Forest Service says it will intervene and issue the closure order, which would make it illegal for any skier to enter Tuckerman Ravine or the snowfields above it except via the Tuckerman and Sherburne hiking trails which begin at Pinkham Notch. The closure order would be enforced by Forest Service officers, according

to Hathaway. "The Tuckerman Ravine skiing experience has traditionally been one where people walk in carrying their equipment with them. It is a Forest Service objective to protect that experience and to avoid commercialization of winter activities on Mt. Washington and in Tuckerman Ravine," said the latest Forest Service statement.

Both the Cog owners and the helicopter service operator, Al Risch, have at least partially agreed to conform to the Forest Services' requests. The Cog decided last month not to actively promote the spring train operation as a ski train venture, while the helicopter service just this week agreed to steer its passengers away from Tuckerman Ravine. This weekend's opening of the Cog Railway services is the earliest in history according to Cog officials. For now, trains will operate on a weekend only, weather permitting basis, with daily service expected to start in late May." *- Littleton Courier – Wed, Apr 13, 1988 pg. 1 & 5*

April 20th

Perspective: Plenty to Complain About: "Wayne Presby, co-owner of the Cog Railway has been complaining for a year now that his mountain-climbing train operation is being railroaded by the U.S. Forest Service. Three times the Cog has asked for guiding permits, which would allow Cog personnel to take spring skiers from the summit of Mt. Washington Tuckerman Ravine, and three times they've been denied. The Forest Service has complained all along that railroads, helicopters and spring skiing at Tuckerman's are not a good mix. In defiance of the Forest Service, Presby last week rode his train to the summit, grabbed his skis out of the Cog's passenger car, and headed down to Tuckerman's for a day of skiing. Forest Service folks ignored Presby's antics, saying that the Lisbon native is just trying to stir up more trouble, and publicity, for his tourist train. It looks as though these two parties will be trading complaints for a few more weeks."

- Littleton Courier – Wed, Apr 20, 1988 pg. 4

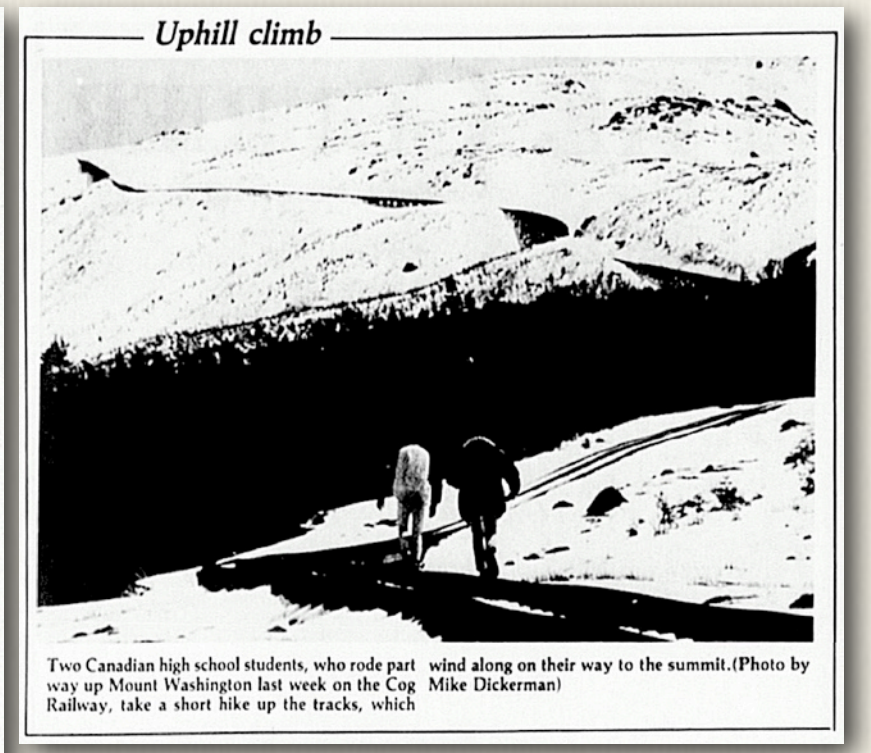
May 3rd

Cog RR Seeking Better Spring Weather: "An extended period of un-springlike weather and record snowfall atop the northeast's highest peak have combined to prevent the Cog Railway from running trains this spring to the summit of Mount Washington. Under the Cog's original plans, trains were supposed to start running to the to the summit three weekends ago *(April 16 and 17)*. But foul weather every Saturday and Sunday since then has prevented the Cog from transporting passengers to the 6,288 foot peak. Joel Bedor, president of the Cog Railway, said Tuesday *(5/3)* that railway officials are still waiting for the weather to break, so that trains can run on a weekend and/or on demand basis. "Unfortunately the weather just hasn't cooperated with us this spring… every weekend has seen poor weather and we've had to cancel the trains," said Bedor, who added that the Cog will try again this weekend to run at least two trains a day up the three-mile stretch of track. Bedor said a group of 150 Canadian high school students are scheduled to take a train trip up the mountain tomorrow morning *(Thursday 5/5)*. If the trip takes place as planned, it would be the first passenger trip of the season.



First run

The first passenger-carrying train of the season made it at least part way up Mount Washington last Thursday as the Cog Railway officially opened its operation for the year. About 150 high school students from Etobicoke, Ontario boarded three Cog Railway trains, and they rode about a third of the way up the three-mile track. Deep snow conditions above treeline prevented the train from making the trip to the summit. (Photo by Mike Dickerman)



Uphill climb

Two Canadian high school students, who rode part way up Mount Washington last week on the Cog Railway, take a short hike up the tracks, which wind along on their way to the summit.(Photo by Mike Dickerman)

- Littleton Courier - May 11, 1988 pg. 8

This weekend the Cog plans on running at least two trains a day to the summit, weather permitting. Bedor said Cob personnel were able to make several summit trips last month, and this enabled crewmen to inspect the tracks and perform some maintenance chores. The poor weather of late, however, has grounded even the work trains. The Cog co-owner said he was not certain that tomorrow's train, if run, would be able to actually reach the summit area, since heavy snows have reported covered many areas of the mountain, including sections of track. Ken Rancourt of the Mount Washington Weather Observatory said Tuesday that a record 110.9 inches of snow fell atop Mt. Washington in April. That amount easily beat the former mark of 89.2 inches set in April, 1974. In just the last week, said Rancourt, some 18-24 inches of snow have fallen at the summit. "We've had about three inches of snow every day for the past week. We're saying there's about 13 inches of snow on the ground, but much of it is drifted snow," said Rancourt. He also indicated that a lot of the Cog Railway's train track near the summit is still under cover of snow."

- Littleton Courier – Wed, May 4, 1988 pg. 14

May 14th

Walk on By: Three people skied Tuckerman Ravine from the Mount Washington Cog Railway on Saturday *(5/14)* against the wishes of the U.S. Forest Service. The cog's owner, Wayne Presby, his sister, Kathy-Rae Presby, and friend Ellen Shanley took the train to the top of the 6,288-foot mountain and walked past one ranger, *(right)* who said nothing to them. The three then hiked down snowfields on Forest Service land to the top of the famed Tuckerman headwall and skied down the 65-degree slope. *- Burlington (VT) Free Press - Sun, May 15, 1988*



- Courtesy N.H. Union Leader

May 18th

Closure Order Signed: White Mountain National Forest (WMNF) supervisor Michael Hathaway this morning official signed a closure order shutting off the snowfields below Mt. Washington and above nearby Tuckerman Ravine. Ned Therrien, WMNF public information officer, said this morning *(5/18)* that the closure order goes into immediate effect, and that violators will be subject to fines and possible court appearance. The order is aimed at stopping skiers from using the Cog Railway, the Mt. Washington Auto Road vans, or a Madison helicopter service as a means of getting near Tuckerman Ravine. Therrien said WMNF officials had been contemplating the closure order since Sunday, when 10 skiers rode the Cog to the summit… then tramped through the snow to the lip of the glacial cirque. The purpose of the closure order, said Therrien, is to stop people from utilizing mechanical means of transportation up the mountain. "The order will not affect hikers… they would be allowed in the snowfields," said Therrien. Violators caught by the Forest Service would be subject to a fine, and a possible court appearance. Last weekend, Forest Service officials say more than a dozen skiers failed to comply with an agency request asking that skiers stay off the snowfield. At least 13 skiers, including Cog Railway owner Wayne Presby and his sister Kathy-Rae Presby, rode the train to the summit before hiking down to Tuckerman Ravine. Reportedly several skiers also used the Auto Road carriage service to get them at least part way up the mountain. Therrien said the closure order would be in effect only as long as there is skiing available at the lip of the ravine. Once that area becomes too dangerous to ski, no one will be allowed to ski the famous Tuckerman headwall, only its lower reaches. "Depending upon the weather… this may be the last weekend for skiing down from the lip. We don't expect the ski conditions at the lip to last much longer," said Therrien. "There will be skiing in the lower ravine for quite some time, but probably not much longer from the lip."

- Littleton Courier – Wed, May 18, 1988 pg. 1 & 6

May 22nd

Tuckerman Closure Keeps Skiers off Cog: "The announcement last week that the U.S. Forest Service would fine skiers making their way across Mount Washington's snowfield to the lip of Tuckerman Ravine appar-

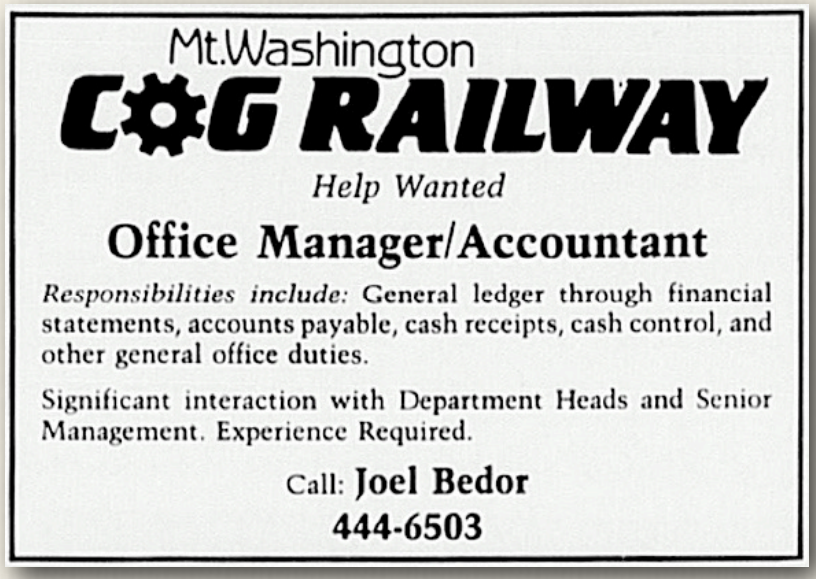
ently paid off. White Mountain National Forest (WMNF) officials said Tuesday *(5/24)* that no problems with skier were encountered over the weekend. Because there is not enough snow at the lip of the bowl for skiing, the closure order will be lifted Thursday, probably until next spring. "We had not problems whatsoever… it worked out well for us," said Dick Pierce, a WMNF spokesperson. Pierce said the order expires at the end of the day today *(Wednesday)* but that it is technically in effect until the Forest Service decides to remand the order. The closure order was primarily aimed at stopping skiers from using the Cog Railway as their main source of transportation to the summit snowfields and Tuckerman Ravine. Two weekends ago, more than a dozen skiers, including Cog co-owner Wayne Presby of Littleton, rode the train to the summit then hiked their way down for a day of skiing at Tuckerman Ravine. Presby said yesterday that the Cog did not allow skiers to board the mountain-climbing train this past weekend. The Forest Service closure order was the reason behind the railway's refusal to carry skiers for the trip to the top of the northeast's highest mountain. While Forest Service personnel were spared the chore of arresting and/or citing skiers using the Cog, they were kept busy on Sunday *(5/22)* rescuing two skiers injured in the ravine."

- Littleton Courier – Wed, May 25, 1988 pg. 5

May 24th

Look Again: Cog Railway co-owner Wayne Presby of Lisbon has once again asked the U.S. Forest Service to reconsider its position concerning the Cog's spring ski trains. In a letter last week to White Mountain National Forest (WMNF) supervisor Michael Hathaway, Presby asked that the Forest Service review the Cog's original ski train plan which included a team of guides and safety personnel who would assist skiers headed from the summit of Mount Washington to Tuckerman Ravine. Presby's request came on the heels of two ski-related accidents in Tuckerman Ravine on Sunday, May 22. Two Canadian skiers, one skiing Tuckerman's steep headwall and one hiking near the lip of the glacial cirque, suffered injured which required costly and time-consuming rescue efforts involving Forest Service personnel, N.H Fish & Game workers, and Appalachian Mountain Club (AMC) volunteers. "It was very distressing to read about the gentleman… injured while hiking… at Tuckerman Ravine. I believe that his injuries would not have occurred had the Cog Railway been allowed to implement its safety plan as submitted," wrote Presby in his May 24 letter to Hathaway. "As I pointed out to you on several occasions our plan would have saved lives, not taken them. The incident which occurred last weekend is prime example" According to Presby, and several press reports circulated immediately after the May 22 ski accidents, the injured hiker had climbed up over Tuckerman's headwall when he decided not to attempt skiing the precipitous bowl. It was during his climb down the headwall that he fell, was knocked unconscious, and slid about 600 feet down the headwall. Presby said that if the Cog's ski train plan had been approved, the railway would have had people in the vicinity of Tuckerman's lip, and they would have been available to assist the Canadian skier, identified last week as Alex Meuleau, 25, or Beloeil, Quebec. "This particular gentleman could have been lowered safely down using a rope and safety harness," wrote Presby. "It is indeed a tragedy that this accident happened. But if nothing is done to provide for all skiers such as we proposed, more people will be needlessly injured or perhaps killed. I would hope that before another such tragedy takes place, that you will review our proposal again, overlooking the sensationalism and misinformation which has surrounded this issue and find the strength to do what is really right to save lives." Forest Service officials last week declined comment on Presby's letter, saying that they believe the Cog owner is just trying to "add fuel to the fire." The Forest Service and Presby have been at odds over the ski train plan since April, 1987, when Hathaway first denied the Cog a guiding permit."

- Littleton Courier – Wed, Jun 2, 1988 pg. 8A



- Littleton Courier - May 25, 1988 pg. 6B

June 2nd

Perspective: Reporter Mike Dickermann: "The battle lines were drawn long ago, and neither Wayne Presby, a co-owner of the Mount Washington Cog Railway, nor the U.S. Forest Service have abandoned their respective hardline stances. Presby argues that the original Cog plan could have prevented a Canadian skier from being injured two weekends ago at Tuckerman Ravine. Presby says the Cog's safety guides would have assisted the

skier as he attempted to descend the steep lip of the headwall, not on skis, but on foot. You see the skier had hiked all the way up the headwall before realizing that perhaps he wasn't quite ready for the perilous ski venture down the famous glacial cirque. He reversed his direction, started walking down the headwall, then fell and slid some 600 feet. Presby believes the Forest Service is doing a disservice to skiers like this Canadian gent. He says the Cog's plan could and would prevent accidents like this from happening again. The Forest Service on the other hand is trying its hardest to ignore the latest Presby outburst. A spokesman for the National Forest told me last week that Presby's comments weren't worth responding to, and that they believe the controversial Cog owner is just trying to stir up more trouble for the Forest Service, and more publicity for the Cog. Now that the Tuckerman ski season is coming to an end, the ski train controversy will quickly be forgotten. You can be sure, however, that the entire ski train mess will be back in the news again next year. Wayne Presby is not the kind of guy to go down without a fight. He has already proven that."

- Littleton Courier – Wed, Jun 2, 1988 pg. 4

July 20th

Courier Preview: Saturday, July 23: Appalachian Mt. Club is sponsoring a series of four panel discussions at the Pinkham Notch Camp, Gorham. This month's discussion is on The Cog Railway on Mt. Washington: Should it shuttle Skiers to the Top? at 8:15 p.m. Open and free to the public. A family style dinner is served at 6 p.m. For info, call 466-2721.

- Littleton Courier – Wed, Jul 20, 1988 pg. 11B

August 24th

Bedor & Others Buy Bretton Woods Ski Area: "As expected, a group of area investors headed up by ski area general manager Herby Boynton of Whitefield purchased the Bretton Woods Ski Area and Touring Center last Thursday *(8/24)*. Boynton, ski area general manager for the past six years, and Joel Bedor of Littleton, who is also co-owner of the Mount Washington Cog Railway, head up the investment group which numbers about a



The frozen No. 2 Ammonoosuc, stranded without water or a fire at the Summit (1988)
- Brian McMinn Collection

dozen persons. Boynton said last week all the investors have local ties, either as year-round residents or property owners." *- Littleton Courier – Wed, Aug 31, 1988 pg. 13*

October 9th

Cog Engine Still Stranded: "Officials at the Mount Washington Cog Railway say they are anxiously awaiting a return to better weather so they may retrieve one of their coal-fired train engines stranded on the summit since Saturday *(previous page)*. Cog Railway president Joel Bedor said Wednesday that one of this company's engines has been sitting at the summit since Saturday *(10/9)* afternoon when train engineers were unable to maintain the coal fire that fuels the train's engines. A full complement of passengers who had just been ferried to the summit by the engine were forced to remain atop the northeast's highest peak for an extended stay. The train riders were returned to the Cog's base station later in the afternoon by another Cog Railway train. "Needless to say, there were a few unhappy people, both at the summit, and in our management offices," said Bedor. Due to the poor weather of late, Cog Railway workers have been unable to return to the summit to re-start their stranded engine. "Basically, we just have to get the fire going again," said Bedor, "but we can't do that until the weather improves." *- Littleton Courier – Thu, Oct 13, 1988 pg. 9*

The Rest of the Story from Cogger Dave Moody: "One of the engineers was getting married that weekend so ½ the staff was gone (foliage weekend !!!). George Trask was the GM at that time. He had called his son Buddy and me in to help that weekend as "jack of all trades, master of none types." Buddy Trask and I were at Waumbek Switch fixing one of the throw rails when George called us on the radio. He said an engine (No. 2 *Ammonoosuc*) was stuck at the summit with no fire and wanted us to go and get it back and that an empty passenger train was coming to take us up. Only one train was sent to the summit and when we arrived the passengers from the frozen train literally stormed the coach demanding to be brought down off the summit. The weather was brutal with high winds and a temp in the single digits. Buddy and I were trying to pull the engine with a chain attached to the passenger coach/engine (full of people) to free it up while we heated the cylinders with a large propane torch. The chain was not of the best quality and we envisioned it snapping and going into the coach (Chumley or Thelma) with the glass front. We stopped due to passenger safety concerns and I remember telling Buddy to go into the summit house and call his Dad and tell George we couldn't do it and an engine without a coach was the only recourse to free up the frozen engine. Buddy looked at me and said "You call him because he won't listen to me on this one !" I called and George allowed us to bring the folks down and leave the other engine. The engineer was a sore excuse for a man - let alone a Cog engineer. When he arrived at the summit, he had low water in the boiler and no tender water and had been told to run a water hose from the summit house to the tender to be able to inject water to the boiler. He didn't do as he was told and just dropped the fire into the ash pan by opening the grates in the firebox. When Buddy and I arrived at the summit we were told what had happened by the brakeman, and we told him to relay to that engineer that if we saw him we would trounce him. He did appear just before we departed and snuck into the coach for a ride down, I believe he was fired when we reached the base. The weather had turned worse at the summit and no rescue engine was sent back up that day. I frostbit both ears that day as my hat wasn't up to the task. I believe that engine was on the summit for about 10 days before a warm spell came in and a crew went up to get it. The picture Brian McMinn posted *(previous page)* was taken by the summit park staff and they were selling it as a poster in the gift shop for a few years."

- Dave Moody email to Jitney Jr. - Friday, March 13, 2020 at 11:46 AM - See Vol. 4 Appendix: Three Levels of Truth





- John Rolli Collection

1989

January 25th

Snow Train Analysis: Mountain Musing: "We were reminded last week by Greg Gordon of Jefferson that home of the "world's worst weather" is the dubious honor due to the Summit of Mt. Washington! A member of the staff for a dozen years at the Mt. Washington Observatory (currently semi-retired), Gordon revealed his photographic skills as he entertained the Littleton Rotary Club with scores of beautiful colored slides taken in all seasons of the year, and narrated numerous interesting sidelights on the highest peak in the East. Gordon's pictures demonstrated the many modes of travel to reach the Summit from shank's mare to helicopter, Cog Railway to Auto Road. During questioning, Gordon acknowledged that the owners of the Mt. Washington Cog Railway had "done their homework" concerning their proposal to operate snow trains on The Cog, but he doubted such would become a reality – the wind at the Summit daily averages 35 mph and the top is in clouds three-quarters of the time annually."

- Littleton Courier – Wed, Jan 25, 1989 pg. 8

March 29th

Forest Service Maintains Cone Closure: "Reaffirming action taken last May, U.S. Forest Service officials announced last week that a 1988 closure order intended to protect the Tuckerman Ravine walk-in experience will be in effect again this spring. In a statement issued to the Associated Press last week, White Mountain National Forest Supervisor Michael Hathaway said the Forest Service intends to continue its ban on the use of motorized means of transportation up Mount Washington for skiers during the traditional Tuckerman Ravine ski season. "The purpose of the closure is to protect the walk-in, non-motorized experience in Tuckerman Ravine and to safeguard skiers and rescue personnel from the hazardous condition that may exist on the slopes of Mount Washington," said the Forest Service statement. The closure order makes it illegal for skiers to enter Tuckerman Ravine or Mount Washington's other high-altitude snowfields except via two designated hiking trails, the Tuckerman and Sherburne trails which originate in Pinkham Notch. Violators of the order, which first went into effect last May, could be cited into court by the Forest Service and be subject to fines. In effect, the Forest Service's latest announcement kills any hopes that the Mount Washington Cog Railway might have had in running its spring ski trains this year. In both 1987 and 1988 Cog Railway officials announced that ski trains would run up the northeast's highest peak from mid-April until the Tuckerman ski season ended. Each



year, however, the Cog has been denied permission to transport Tuckerman-bound skiers up Mount Washington. Hathaway said Monday that last week's announcement was more a reminder that the closure order was still in effect, than a reconsideration of the Cog Railway ski plan. Hathaway said the Cog Railway has not asked the Forest Services this spring to reconsider its ski train ban. In fact, Hathaway said he has not talked to anyone from the Cog since last fall. Cog Railway co-owner Wayne Presby of Lisbon earlier this week confirmed Hathaway's statement, saying the Cog has not sought reconsideration from the Forest Service. Presby said the Forest Service statement issued last week was probably an attempt by the Forest Service "to head people off from using the train this spring." Presby said the Cog Railway won't being running any passenger trains up the mountain this spring until the first weekend in May, weather permitting. Once open for business, company policy will be to allow anyone that wishes to ride the train. "We will not discriminate against skiers or anyone else… we never have," said Presby. "It's not illegal for us to carry skiers on our trains… but the skiers can be ticketed by the Forest Service." The Forest Service closure order affects not only the Cog Railway, but a Madison helicopter service run by Al Risch and the Mount Washington Auto Road carriage service as well. Skiers using those three means of transportation last spring prompted the closure order, which will remain in effect until it is no longer safe to ski Tuckerman's headwall."

- Littleton Courier – Wed, Mar 29, 1989 pg. 1

May 6th

More Attractions Planned for Season: "A mix of new and old attractions will greet visitors to New Hampshire's White Mountains this summer, highlighted by a million-dollar ride at Story Land and a 30th anniversary celebration of the opening of the fabled Kancamagus Highway. On the west side of Mount Washington, the ageless Cog Railway prepares for its 120th Anniversary year of operation with a celebration and contest. The coal-burning steam locomotives start their daily chug up the peak on May 6th."

- Littleton Courier – Wed, May 10, 1989 pg. 10A

May 15th

Board Approves Field Trips: "With the school year winding down, many students in the White Mountains Regional School District are looking forward to field trips in the next few weeks. At the regular school board meeting Monday *(5/15)* night the board approved several field trips. On May 19 a group of students from the vocational department will take a field trip, "Forest types of the Presidentials," up Mt. Washington. This day trip would start at 7 a.m. and end at 4 p.m. and include a ride up the mountain on the Cog Railway and a hike back down. Local funds will cover the cost of the trip."

- Littleton Courier – Wed, May 17, 1989 pg. 2

June 18th

120th Season Begins: "The 1989 season marks the 120th year of operation for the Mt. Washington Cog Railway, which is the world's first mountain climbing cog railway. A great deal of track and engine work preceded the opening day, exemplifying the current owners' commitment to a quality and safe operation. Ray Burton, a member of the governor's Executive Council, was on hand for the ribbon cutting ceremony, at which time he recognized the Cog's unique history. Several special events are planned for the coming summer, including choosing one prize winner for each of 120 days this season. A grand prize winter for a trip for two to Europe on Air France *(courtesy of Air France)*, with two 15-day Eurailpasses *(courtesy of Eurailpass)* and $2400 in spending money will then be chosen from among the daily winners. Two special trains offering discounted passage have been added for the 120th anniversary to run at 8:30 a.m. and 4:30 p.m. from July 1 through Labor Day." *- Littleton Courier – Wed, Jun 21, 1989 pg. 12A*

Cog to the Top: "To the Editor: Early last Sunday *(6/18)* on a beautiful day we celebrated the 120th birthday of the Cog Railway. We rode up in the yellow 1871 coach with New Hampshire families dressed in Victorian costume. The men were in top hats. It was a fabulous trip to the summit. The stay on top was far longer

than expected. There was a problem with the track after the mid-day train. Finally, the Mount Washington Stage company shuttle buses were sent up to rescue the 50 plus stranded passengers. Six drivers drove us down and around the mountains to our cars as the day ended. It was another great adventure on Mount Washington. By add coincidence, this writer's great-grandfather Thomas Pease, as a small boy, rode on the first trip of George Stevenson's passenger trains in Yorkshire." – *Victoria Pease Farrington, Village at Maplewood* -

Littleton Courier – Wed, Jun 28, 1989 pg. 4



At the summit

As a celebration of the Cog Railway's 120th anniversary, the owners, their families, friends and members of the press were invited to ride the Cog to the top of Mount Washington where a Victorian tea-luncheon awaited them. Many of the guests wore period dress making the occasion an authentic outing of the 1800s. Here, at the right, enjoying the day's outing are owner Wayne Presby's grandparents, Lester and Mary Presby of Bath, and owner Joel Bedor's parents, Winona and William Bedor of Littleton. (Photo by Olivia Garfield)

- Littleton Courier - Wed, Jun 28, 1989 pg. 1

July 26th

New General Manager: "Mt. Washington Cog Railway owners Cathy and Joel Bedor and Wayne Presby have recently names Robert Clement as general manager for the railway. Clement, 39, is a Bethlehem resident who is a returning employee of the Cog – he worked on the track crew after graduation from high school in 1968. Among other endeavors, Clement worked in 1975-1976 for the "American Freedom Train" which traveled throughout the nation. Clement will supervise a 60-person crew as well as oversee operation of the trains, track work and engine and coach maintenance programs."



NEW GENERAL MANAGER – In front of "Old Peppersass," new Cog Railway manager Bob Clement stands between owners Cathy and Joel Bedor.

- Littleton Courier – Wed, Jul 26, 1989 pg. 1A

August 30th

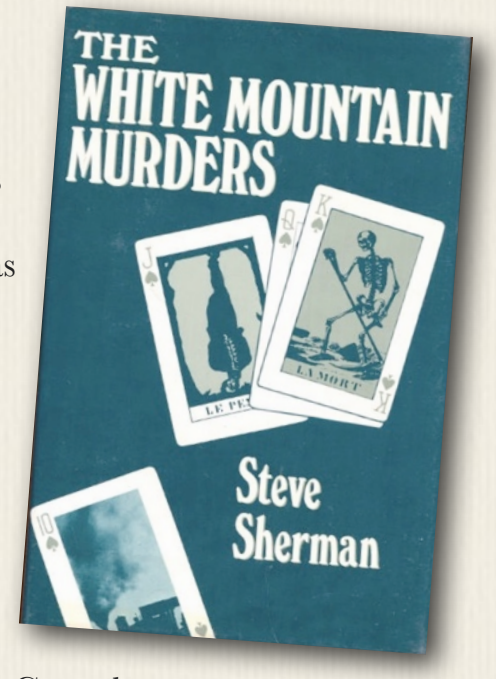
Pewter Cog Clock Prize: "Patty Pilgrim, of Monroe, was recently the winner of a special edition pewter clock, awarded by the Mt. Washington Cog Railway. The Cog Railway awarded Pilgrim the prize as part of the celebration for the 120th anniversary of the world's first mountain-climbing cog railway, which began operation in 1869. As one of the Cog's daily winters, Pilgrim becomes eligible for the grand prize drawing later this summer for a trip for two to Europe on Air France with two five-day Eurail passes, plus $2,400 in spending money." *- Littleton Courier – Wed, Aug 30, 1989 pg. 2A*

September 12th

Historical Society Address: "Whitefield Notes: Fifty-one members and guests attended the annual luncheon of the Whitefield Historical Society September 12, at the Spalding Inn. A social hour preceded the luncheon in the Coös Room downstairs, adjourning to the dining room, where host William Ingram greeted his guests. Returning to the Coös Room, a talk on the Mt. Washington Cog Railway, now in its 120th year, was presented by Ellen Teague. Mrs. Teague and husband Arthur Teague bought the Cog Railway in November, 1962. When he died Mrs. Teague ran the railway until she sold it in July of 1983. Mrs. Teague is the author of *I Conquered My Mountain*. Following the talk, Alex Hamilton presented a video of the Cog Railway with sound. Ree Fisher distributed copies of a booklet, *Mt Washington Cog Railway*, from *The Story of Mount Washington* by F. Allen Burt. *- Littleton Courier – Wed, Sep 27, 1989 pg. 8*

1989

September 13th



Murders in the White Mountains: A Review: "Steve Sherman makes the most of his New England setting in The White Mountain Murders. This regional thriller features a wild chase through New Hampshire's Franconia Notch, gunshots booming through the Flue and a hijacking of the Cog Railway train on Mt. Washington. Sherman has a feel for the interior landscapes of northern New England as well, hinging his plot on one of those tricky wills so notorious in the region. Sarah Cooper has told her children, money-hungry inventor Miles and footloose Amy, that he will get the house but can't sell it as long as Amy keeps the highboy she will inherit in the house. When Amy disappears, Sarah prevails on Miles to summon his old friend, Hugh Quint, of the Beacon Hill Quints and late of the Boston Police, now pursuing a career as a private investigator. As soon as he arrives, Sarah's lawyer is murdered and his file on her is rifled. The lineup of suspects further demonstrates Sherman's appreciation of local character. Aside from crackpot Miles, who needs to sell the house or the highboy to finance his development a sodium-sulphur battery to power cars of the future, there is Eric Fielding. Or Eric Cornplanter, as he is known by his Abenaki name. Is he, as the townspeople think, an Indian fanatic and the abductor of Amy, or a dignified and articulate defender of native American ways whom she has joined out of sympathy, as he would have Hugh believe? And what motivates Eric's laconic disciple, Asa? The only flaw besides the too-witty repartee concerns Quint's solution. Like many detectives he sets a trap; unlike most, he hasn't a clue, or enough clues, to the criminal's identity, nor do we. But the trap is clever enough to catch the killer, and few new readers for Sherman as well."

- Quincy (MA) Patriot-Ledger - Wed, Sep 13, 1989 pg. 25

September 27th

Another Pewter Cog Clock: "Neri Faugere, of Whitefield recently won a special edition pewter clock, awarded by the Mt. Washington Cog Railway. The prize is part of the ongoing celebration for the 120th anniversary of the world's first mountain-climbing cog railway which began operation in 18969. As one of the winners, Faugere is eligible for the grand prize drawing."

- Littleton Courier – Wed, Sep 27, 1989 pg. 1A & 2A

October 11th

Gov. Gregg & Council Commendations: "The Mt. Washington Hotel, scene of the famous 1946 Monetary Conference, again played host to visiting dignitaries as Governor Judd Gregg and the Executive Council met here Wednesday morning *(10/11)*. Gregg read commendations to a number of area residents as follows: Ellen Teague, of Whitefield, former owner of the Cog Railway, "for all she has given the State through her life's work on behalf of the Cog Railway and the Mount Washington region;" Cathy and Joel Bedor of Littleton and Wayne Presby of Lisbon, owners of the Cog Railway, "for carrying on so well with the Cog Railway, allowing people from all over to continue to come to New Hampshire for an enjoyable ride on the first mountain climbing cog railway in the world."

- Littleton Courier – Thu, Oct 12, 1989 pg. 1 & 9



Littleton Courier – Wed, Aug 2, 1989 Centennial Edition

November 9th

Geography Makes A Killer Mountain: "Stephen Sardella and two friends began to hike up this pretty New England mountain on a gentle fall afternoon. A few hours later they were lost, stumbling in an arctic blizzard, facing a frigid death. They were in the fickle grip of Mt. Washington, a place with weather so quickly fearsome that by some counts it has claimed more lives than any mountain in North America. "It got worse by the minute. That was the freaky thing. The snowflakes got bigger and the winds got worse. The visibility.. I couldn't see my hand," the 21-year old college student said. "We found a sign (for a hut) but we took about 15 or 20 steps in the direction, and we couldn't find the hut. We looked back and couldn't see the sign. We couldn't see our footprints - they disappeared in seconds. We ran back to the sign and we couldn't find it. We were just lost." The winds that shrieked of danger to Sardella have brought that message to many others before. Mt. Washington, beckoning in its come-hither proximity and alluring in it spectacular fall clothes, is a killer mountain. Mt. Washington and its nearby slopes have claimed at least 103 lives in 140 years, more than on any peak on the continent, according to the Appalachian Mountain Club. Mt. McKinley in Alaska, three times higher, has claimed 60 climbers. Mt. Everest in Himalayas, the highest in the world, 82 by most accounts. This unpretentious mountain 170 miles from Boston is insidious. It is a relative low, hike-able mountain. But it has the fiercest winds recorded anywhere, and a quick-change cap of snow and fog that can trap the unsuspecting. "It comes up fast," said Ken Harcourt, a meteorologist at the private observatory at the top of Mt. Washington. "Up here in the clouds can be coming in at 80 m.p.h. We are stuck up in the mean airflow without any protection."

On nice summer days, Mt. Washington wears the benign face of a tourist stop, complete with a gift shop at the top that sells hot dogs and T-shirts. A quarter-million people visit each year. Most drive up or take the 120-year-old cog railway. About 60,000 hike the rocky trails that wend up the mountainside. The steeper cliffs beckon mountain climbers who scale the sheer walls with ropes and crampons. All are at the mercy of weather that can change seemingly in a lightning flash. The T-shirts read: "I survived the worst weather in the world." That claim comes from the way the wind overcomes the mountain. Though it is the highest peak in the Northeast. Mt. Washington is part of the old, worn Appalachians and tops out at just 6,288 feet. It would be a foothill to some of the Rockies. But it is the first big obstacle to greet winds that sweep from Canada and the West. Those winds dip into the Connecticut River Valley, and then meet the western base of Mt. Washington. As the upper clouds drag their skirts over the summit, the bottom air is forced up faster and faster to clear the peak. A breeze of 20 m.p.h. at the base of the mountain is often 100 m.p.h. as it whips over the top. As it rises, the air cools and often reaches the dew point, so a sunny day on the slopes may often be fog-shrouded and snowy at the top. "Folks come up here in a temperate zone and they want to climb the mountain. They don't realize they climbing into (the equivalent of) Labrador," said


End of 120th Cog season

Celebrating the finale of the 120th Anniversary season, a grand prize winner was announced Oct. 20 in the Great European Rail Adventure Giveaway. John Cheever, right, of Norwell, MA, will enjoy with his wife a 15-day rail excursion throughout Europe courtesy of Air France, Eurailpass and the Cog Railway. Cheever accepts the certificate from Cog general manager Robert Clement.

- Littleton Courier – Wed, Nov 29, 1989 pg. 1A

experienced mountain climber Rossi Moreau, 43, who lives nearby. The spectacular maples at the base give way to evergreens and then short fir thickets, before disappearing at the tree line at only 4,500 feet. Above that is a boulder-strewn lunar terrain that supports only lichen, moss and alpine vegetation. Those who work here - the weather observers and television relay station crew year-round, and state park rangers in the summer - often must take polar precautions. They move p the mountain on rugged snow-cats, and link themselves with safety lines when they must venture out in a blizzard. Experienced mountain climber come to Mt. Washington to train. Some get in trouble. Hugh Herr and Jeffrey Batzer started an ascent to the summit in January, 1982, and found themselves disoriented in a snowstorm. Both were experienced, skillful climbers, but they were trapped for three days on the mountain as the wind chill dropped to 100 degrees below zero. They managed to reach the tree line, but had to stop there, huddled under spruce boughs. They cradled together and held each other's feet to try to stop the spread of frozen flesh. They were lucky: A snowshoeing ranger found them. Both of Herr's feet were amputated, Batzer lost parts of a leg, foot and hand. One of the search party was less luck: Alber Dow was killed by an avalanche as he skied a slope looking for the men. "It was horrible. I'm still dealing with it," said Herr, now 24, finishing college in Millersville, Pa. The young man has returned to mountain climbing - with prostheses - and has climbed some of the toughest mountains in the country. But he has not returned to Mt. Washington."

- Los Angeles Times - Thu, Nov 9, 1989

December 29th

Hathaway Moves On: "White Mountain National forest officials confirmed this week that Supervisor Michael Hathaway will be leaving his New Hampshire post soon to take another job with the U.S. Forest Service. Hathaway, who in his tenure as head of the WMNF has overseen the development of a long-range Forest Plan and has become intimately involved in the proposed Loon Mountain ski expansion, will be transferred to another position within the federal agency. Hathaway, who two years ago made headlines when he refused to allow the Mount Washington Cog Railway to transport Tuckerman Ravine bound skiers to the summit of the northeast's highest peak, is out-of-state this week, and unavailable for comment."

- Littleton Courier – Thu, Dec 28, 1989 pg. 1



Late 1980's Track Crew: *"Just above Skyline Switch (L-R) Bob Clement, Jim Hibbert, Allen Haggett, Dave Moody, Steven Comeau"* ***Jim Hibbert:*** *"I loved working on the track crew. It was hard work and I learned a lot! I can still hear Clem yelling out "Skeezicks, scamper down to the work car and fetch me a peavey, quick like a bunny!""*

- Allen Haggett Collection



Mt. Washington Cog Railway Base Station (1990)
- Rob Bermudes, Jr Collection

1990

February 9th

Clark Fete & North Stratford Railroad Passing: "New Hampshire State Transportation officials, family members and friends gathered in North Stratford Feb. 9 to mark the passing of the North Stratford Railroad and to honor its chief executive officer, Edward M. Clark, who rehabilitated and operated the railroad from 1976 to 1989 for the state. Clarks is the owner and operator of White Mountain Hydroelectric Corp. With power stations in Littleton, Wilton, Lisbon and Goodrich Falls. Family members turned the dinner into a festive occasion by celebrating Clark's 66th birthday as well. Henry Noel, the first and only employee of the Railroad for many years, spoke on the history of the line and introduced the speakers for the evening. He recalled that in July 1973 the Maine Central had suffered a serious washout and abandoned the line. In 1976, Clark and his partner John Rolli examined the rails and rolling stock and concluded that although it presented a challenge, it could be a worthwhile enterprise. In the spring of 1977 after track and engine repairs were completed, the North Stratford Railroad was in business. Their principal customer was the Ethan Allen Mill in Beecher Falls, VT. Clark and Noel would deliver two trains of nine cars a week to the Canadian National Railway. They also delivered bulk grain to Agway and Blue Seal. Noel acknowledged the generous contribution made by the state to keep the railroad going. New Hampshire State Rail Director John McAuliffe, said that he had serious misgivings when he learned that the State planned to take over the railroad, but when he learned that Clark would be in charge, those doubts faded. "I knew Ed would get things fixed and done right. He would find the best way to do the work and save us money, too," said McAuliffe. "People don't realize," said Clark, "that trains can ship items for only 20 percent of the fuel it takes to ship over the highway. In our best year we transported 640 boxcars of furniture over our tracks. We had some lean years but the industries who wanted us begged us to keep going. As long as they railroad was fully operational, they could keep the trucking rates down. Well, we sure tried." Clark told of the last run of the North Stratford. "I attached a steam whistle that the Bangor and Aroostock used on their last run. We blew the whistle at each crossing to say goodbye to all the communities she had served and brought her to rest beside the flagpole in North Stratford. At 9 p.m. we drained the reservoir and

used the last bit of energy in the old girl to blow the whistled. The North Stratford may have been a diesel operation, but her last breath was the sound of steam," said Clark."

- Littleton Courier – Thu, Feb 22, 1990 pg. 8

May 27th

NH's Wicked Peak: "Mt. Washington is a wicked mountain with a strange appeal. Part of New Hampshire's White Mountains, it's the tallest peak in the Northeast - nearly 6,300 feet. Hiker's call it New England's Mt. Everest. If you don't have Sherpa genes, there are three ways to ride to the top. Two are by auto - your own or a hired station wagon with a chauffeur. The third option is the cog railway. Its track resembles a rickety ladder and, as one small boy observed, the train engine looks "busted." Actually, the boiler is tilted at an angle to keep it level on the steep slopes. As you watch for the train to come down the mountain, the enormous balloon of black smoke from the coal-fired steam engine can be seen long before the Toonerville Trolleylike conveyance is visible. More than one prospective rider has thought the whole thing was on fire. What you need most are faith and time. It takes more than an hour to cover the 2¾-mile route to the top. Trains supposedly run hourly, depending ont eh weather, but don't bet on it. Count on at least three hours for the round trip, allowing for a satisfying experience when you alight in the clods. Take a sweater or even a coat, even though it may be in the 70s or 80s when you start. The temperature can drop 40 degrees or more as you climb. It's the second steepest railway track ever built. The trip involves all your senses - you feel it in your bones, hear it, smell it and taste the fog. Mt. Washington is more than solemn, overwhelming scenery; it's also a violent weather machine. A dedicated staff mans the Mt. Washington Observatory and the TV and radio transmitter facility year-round. Their buildings are bolted into concrete and bedrock. Some are chained down. Besides the research station, visitors can enjoy the Sherman Adams Observation Center and a restaurant. Getting off the train at the bottom, passengers share comments of relief. Then many head for the station to buy a ticket for the next day. Mt. Washington, it seems, is magnetic. Round-trip tickets are $32 per person, and reservations are advised."

- Chicago (IL) Sun-Times - Sun, May 27, 1990 pg. 143

June 3rd

Skier Dies in Mountain Fall: "A Manchester man attempting to ski down a snow-filled gully on the northern flank of Mount Washington was killed Sunday *(6/3)* afternoon in a spectacular fall. New Hampshire Fish and Game officials say 35-year-old Edwin B. Costa Jr. of Westland Avenue in Manchester died instantly when he failed to negotiate a turn, fell, and slid some 1,200 feet down the steep slope. Costa died from massive head injuries sustained by the skier when during his long slide, he crashed into several rocks. According to the lone witness of the accident, Paul Moine, 23, of Lisbon Falls, ME, Costa was making a turn when he lost his balance and fell. Moline, who was also planning on skiing the gully, made his way down to Costa and determined that the Manchester man was dead. He then hiked back up to the summit area and notified state park officials there of the accident. Ferocious weather late Sunday, including wind, heavy rain and passing thunderstorms, prompted officials to delay removal of Costa's body until Monday morning. Even then rescuers had to deal with sustained winds of 45-50 miles per hour, some rain, and fog. Utilizing technical climbing maneuvers, Mountain Rescue Service personnel managed to bring Costa's body up the steep gully to the nearby Cog Railway tracks. The body was then transported by train to the summit, and eventually taken by vehicle to Berlin where an autopsy was performed."

- Littleton Courier – Wed, Jun 6, 1990 pg. 1

June 16th

Canadian Money: "The Mt. Washington Cog Railway in Bretton Woods is a three-hour ride on a piece of New Hampshire history. Reservations are strongly recommended for a trip on the second-steepest railway in the world. The fare is $32 return and the telephone number is (603) 846-5404."

- Montreal Gazette - Sat, Jun 16, 1990 pg. 91

June 20th

Twin Chamber Meets at Cog: Twin Mountain Notes: "The Twin Mt. Chamber of Commerce meeting was held at the Cog Railroad base lodge with over 40 present. A buffet breakfast was served and a video on the history of the Cog was viewed. The members also had a ride up the Cog."

- Littleton Courier – Wed, Jun 20, 1990 pg. 9

Don't Abandon Crawford Notch Rail: Mountain Musing: "Railroad buffs like the owner of Conway Scenic Railroad are urging the state to retain a section of the Mountain Division rail line through Crawford Notch when its current owner files for abandonment. "This is a treasure the State of New Hampshire should do something with, for once it's gone, it's lost forever," said Dwight Smith. Guilford Transportation, owner of the line that runs from Westbrook, ME, through New Hampshire to St. Johnsbury, VT, has indicated it will abandon the line because it isn't cost effective. Smith, like others before him, said he would like to see the rails retained from Intervale north to Fabyan through a public/private endeavor, to provide a scenic ride through spectacular Crawford Notch, with passengers shuttled by van about six miles to the Mt. Washington Cog Railway where they could ride to the summit of Mt. Washington. Such a scenic railroad, if financially viable, could certainly become a regional attraction with great potential."

- Littleton Courier – Wed, Jun 20, 1990 pg. 9

August 24th

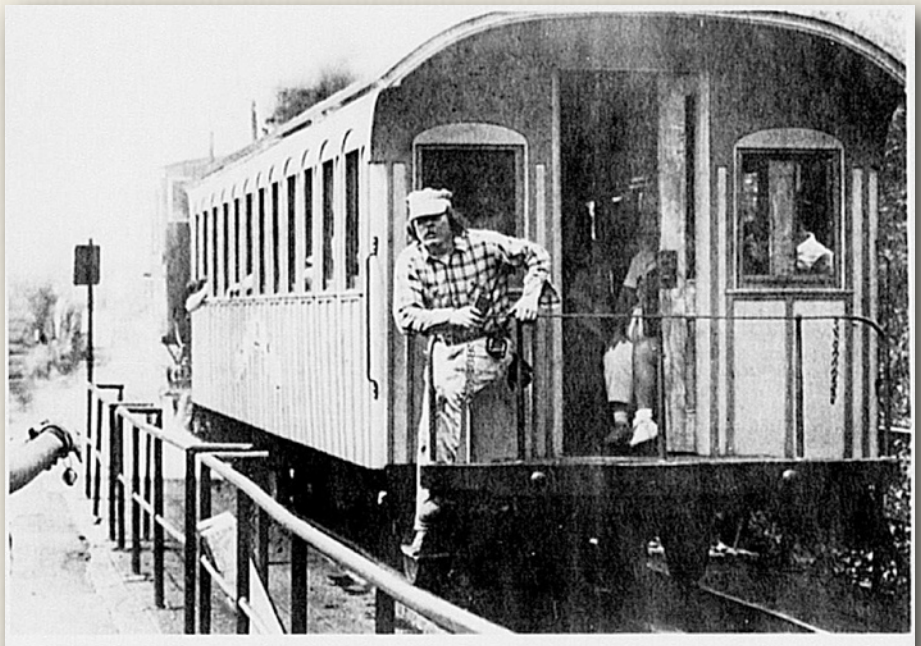
Lucky Number 7: After five decades of carrying passengers to the summit of the northeast's highest mountain, Mt. Washington Cog Railway Coach No. 7 *(right)* looked as if it had pretty much lived out its usefulness. The wooden coach, originally built for the Cog Railway in 1938 by the B&M Railroad, was definitely showing its age. "It had served its purpose, that's for sure," said Pete Steady, the head man of the Cog's car repair shop. At his insistence, the coach was taken off line two summers and moved down to the shop.



No. 7 Roll-Out: *Car builder Pete Steady says "This is the day that we rolled it out for a climb up the hill. Early Summer 1990. I'm not sure who took this picture. It was probably Clem, but I might have taken it." (1990)*

- Peter Steady Collection / MWCR: We Worked There FB

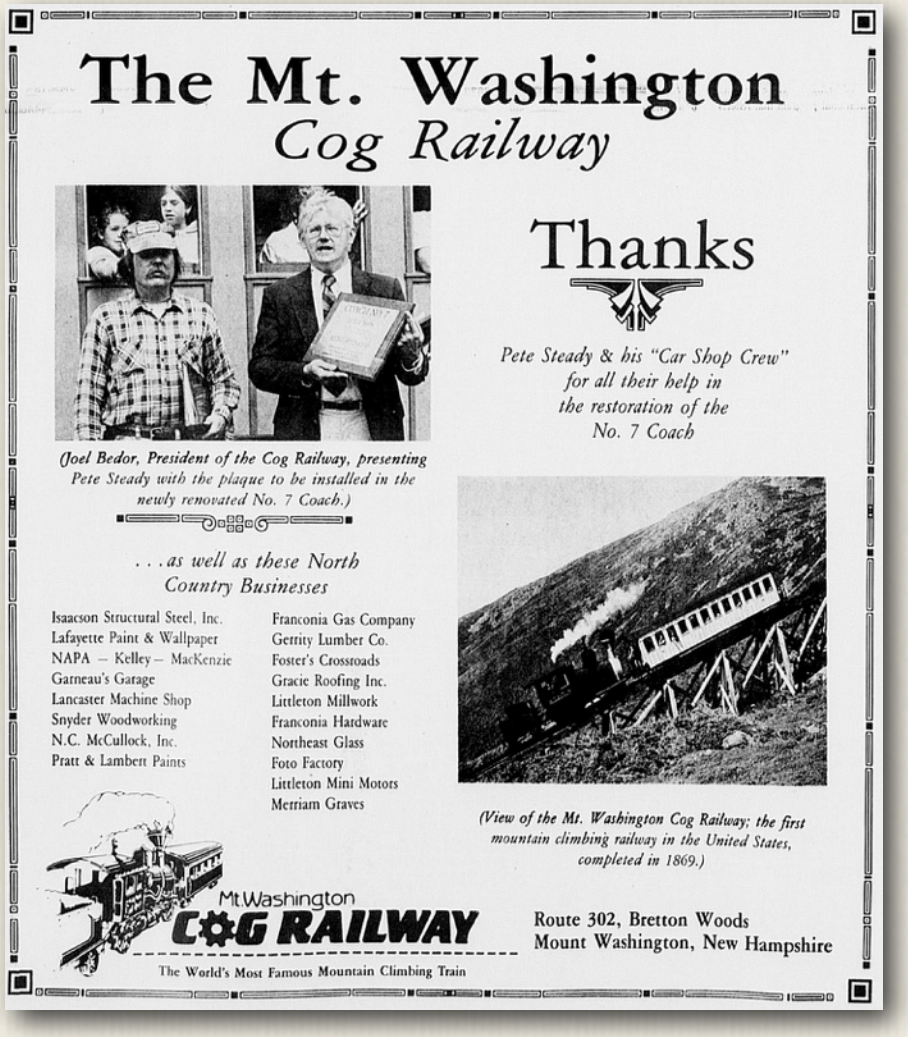
There it sat idly in its retirement for more than a year; a victim of the aging process and the wear and tear of hundreds of trips up the 6,288-foot mountain. Last fall, however, Steady convinced the Cog Railway management to let him undertake a massive overhaul of the coach during the winter months. It was an undertaking, the likes of which the Cog hadn't seen in years, at least not with its fleet of passenger coaches. Beginning in November, Steady and a small work crew dismantled the coach, taking out its seats suspending its roof from the ceiling of the shop, cutting out its floor and lowering its wheels and brakes. Then they began rebuilding the coach, almost completely from scratch. They worked through the winter months, keeping the car shop warm by burning the coaches now useless wooden frame in a stove. And they continued working through spring and into early summer.



READY TO ROLL – Cog Railway Coach No. 7 rolls out of Marshfield Station on its way to the summit of Mt. Washington last Friday morning. Pete Steady, who oversaw the renovation of the 52-year-old coach, is seen standing on the landing of the coach.

(Photo by Mike Dickerman)

Last Friday *(8/24)*, the refurbished coach made its first official return trip to the summit, carrying a carload of tourists up the century-old railroad. Coach No. 7, sporting a stronger, more durable steel frame, a new rubber roof, and a fresh coat of paint, was back on track once again. According to Steady, the Coach No. 7 is one of the oldest in the Cog's fleet of coaches. Most are steel framed now, though a couple of wooden framed coaches do remain. The restored No. 7, resplendent in its new coat of peach-colored paint, is practically a new coach, said Steady. "We did use some parts from the original coach, like the roof, the door, the brake drums, and the seats, but it's really a new coach." He said in rebuilding the coach over the eight-month period, he tried to incorporate many of the design features



from the other Cog passenger coaches. "We tried… to piece all the good ideas together," said Steady who has worked at the Cog since 1986. "Our first priorities, of course, were to make the coach safe and useable." From the ½-inch plywood siding which took some five gallons of blue to secure to the frame, to the arched and curved roofline and its new decorative copper plating, Coach No. 7 looks as though it is ready for another 50 years of climbing. After overhauling another old passenger car this winter, Steady says he hopes to set up a maintenance schedule for all the Cog's coaches, assuring each coach of a shakedown once every eight years. On Friday's run up to the summit, which was preceded by a brief ceremony at the Cog Railway base station with general manager Bob Clement and owner Joel Bedor presiding, Steady served as brakeman on the trip. It was a trip he'd been looking forward to since last fall. And nothing was going to stop or Coach No. 7."

- Littleton Courier – Wed, Aug 29, 1990 pg. 11

October 3rd

Recovery Operations: "Search teams planned to use a mountain-climbing tourist railroad Wednesday *(10/3)* to bring down the bodies of three Texas men killed in a plane crash near the summit of Mount Washington. Foul weather created problems for teams trying to recover the bodies of the men killed early Tuesday *(10/2)* when their plane slammed into rock ledges on the mountain's north side. "All of the bodies have been recovered from the scene" and taken to the summit to meet the Mount Washington Cog Railway, said Maj. Henry Mock of the Fish & Game Department, which was coordinating the effort. He said the remains would be carried down after the train's last passenger run, which began at 2:30 p.m. and was to last about an hour. "At about 4 to 4:30 p.m., they should head down," he said, and the bodies would be taken to the state medical examiner's office in Concord for autopsies Thursday. The search teams had to contend with cloud cover near the peak of the 6,288-foot mountain, two inches of snow, 60 mph winds and low temperatures - down to 20 below zero with the wind chill figured in, Mock said. "It's not a good day to be on Mount Washington," he said. Authorities said two of the victims were Jimmy Fred Jones, 33, and Stewart Eames, 27, both of Fort Worth. The identity of the third man still had not been released Wednesday."

- Brattleboro (VT) Reformer - Thu, Oct 4, 1990 pg. 2

December 27th

E. Teague on A. Hamilton: "Anyone know who is pictured on a $10 bill? It's Alexander Hamilton, first treasurer of the United States, appointed by George Washington. This Alexander Hamilton and the four namesakes who followed him is the subject of a booklet by Ellen Crawford Teague (of Whitefield) and recently published by Sherwin/Dodge Printers of Littleton. *The Biography of the Alexander Hamiltons 1755-1990* describes an historic family and its contribution to the development of the country through succeeding generations. The last, and final, Hamilton is a resident of Whitefield, and Teague has compiled this history with the aid of "Alex" Hamilton's family artifacts. Teague is also the author of *I Conquered My Mountain*, a history of the Cog Railway, published by Sherwin/Dodge in 1982."

- Littleton Courier – Thu, Dec 27, 1990 pg. 1A



Post Party Train: *Dave Moody says "This appears to be before/after a train ride to the summit which were quite frequent back in the day... Auto Road, Summit staff, AMC and Coggers all got together (back when we all got along.)"* ***ID's:*** *"Pete Oeschle is front and center sitting. (L-R) Looks to be Pat Gauld, Joe Orlando, his ex Kathy, Pat Steady, Pete Steady, Brian Donovan (sitting,) unknown, and then appears to be Barry Stewart (red checkered shirt). It maybe Brian McMinn standing on top to the left of the boiler." (~1990)*
- MWCR: We Worked There FB

1991

January 6th



St. Lucia - Postage stamps - 1986 - Leaders of the World - Railway Locomotives

Tanzanian Philatelists Start Licking the Cog: Camden, N.J. *Courier-Post* columnist Morris Rothblum notes in his *Stamps & Coins* column that Tanzania has issued stamps in tribute to cog railways. "The cog railcar of John Stevens in use during 1825 in Hoboken, is depicted on a 250-shillings stamp issued by Tanzania in an eight-stamp tribute to "Cog Railways of the World." Another American train, the Waumbek of the Mount Washington, N.H., cog railway is pictured on a 25-shillings value. The other six stamps picture: The Petersberg Railway in West Germany; double-headed cog engines traveling on the Dubrovenik-Sarajevo Line in Yugoslavia; a cog railway operating in Budapest, Hungary, in 1874; an 0-6 2T cog engine running on the Wordenberg-Eisenerz Line of the Austrian Federated Railways; the last run on the Rimutaka Incline in New Zealand in 1956; and the Pilatusbahn Cog Railway that operated in Switzerland beginning in 1889."

January 7th

Women's Discussion Group: Twin Mountain notes: "The Women's Discussion Group meeting was held at the Four Seasons Restaurant Jan. 7 with 12 present and Emerine Hallquist as hostess. A videotape of the Mt. Washington Cog railroad was shown and refreshments were served by Eleanor Brauns and Hilda Wynn. The February meeting will be an informational program presented by Littleton Regional hospital and everyone is invited."

- Littleton Courier – Wed, Jan 16, 1991 pg. 7A

1991

January 16th

Of More than a Little Local Interest: Mountain Musing: Released in time for Christmas mailing to friends by the author, Ellen Crawford Teague of Whitefield, was a pamphlet of more than a little local interest. Titled, The Biography of the Alexander Hamiltons, its feature focus is on the Alexander Hamilton of the history books, the first treasurer of the United States, and continues its way through the 1755-1990 era to the present day fifth in line with the family name, Alexander Van-Cortlandt Hamilton of Kennebunkport, ME and Whitefield. While this contribution to biographical archives concerns the first Alexander, "the first Federalist who comes nearer being the true man of genius in American history than does any other figure in our long roster of worthies," and with others of his descendants, we are mostly concerned with what it tells us about today's "Alex" Hamilton. In her story, Ellen says Alex lived in Norwalk, CT, as a child and accompanied his aged ministerial father to visit or make pastoral calls. Alex' education included attending Trinity College and then Nashotah Theological Seminary in Wisconsin. He was ordained a deacon in 1939 and became a priest the following year, beginning his Episcopal ministry at All Saints, Ashmont, Boston, taking time out to obtain a degree in political science at Brown U., followed by administrative work with different churches. Alex has a deep interest in ancestral societies, including among many the Sons of the American Revolution, serving on state and national boards – he enjoys the Masonic Orders and his associations in the Elks. Alex, writes Ellen, loves travel, especially by rail, and has enjoyed an extraordinary career as a "railfan," serving as national president of the Railroad Enthusiasts, Inc., and as both president and chairman of the board of New England Electric Railway Historical Society, Inc., and worked with the Trolley Museum in Kennebunkport from its beginning in the 1930s. His career has included knowing Presidents Truman, Reagan and Bush, Amb. Richardson and others in politics, Bishop Tutu and other notable clergymen. Alexander Hamilton first rode the Mt. Washington Cog Railroad in 1964, and four years later made the acquaintance of Ellen Teague before the Cog's 100th-year celebration – he was a friend of the line's general manager and a good friend of Ellen's late husband, Col. Arthur S. Teague. Later Ellen appointed Alex executive vice president of the Cog Railway, taking advantage of his administrative experience and his love of trains. He continued in the post until retiring in 1979, for years before Ellen sold the railroad. Ellen notes that Alex spends a quarter of his time in Maine "and the rest in the town of Whitefield, New Hampshire, where I have built my home." The final paragraph of her fascinating pamphlet reports that Alexander Hamilton V has given his Hamilton Antiques to the Philip Schuyler Manor in Albany, NY, "this gift to the historic mansion (being) his contribution to preserving a priceless family and national heritage for the future."

- Littleton Courier – Wed, Jan 16, 1991 pg. 14A

January 28th

Federal Red Tape: A group... is fighting federal red tape to try to save the Mount Washington Hotel. The hotel hasn't opened for this season. Its Boston-based investors are bankrupt, and the bank that financed the investors was taken over the Federal Deposit Insurance Crop. a year ago. Four local business leaders have made an undisclosed bid on the hotel to the FDIC, and they have asked Gov. Judd Gregg and U.S. Rep. Dick Swett to pressure the federal regulators to accept the bid. "Every day that goes by is very crucial to the operation," said Joel Bedor, one of the four investors and president of the historic Mount Washington Cog Railway. "If it's announced that the hotel will not be opening, that will be a negative for the industry here." Apparently, no one else has made a bid on the hotel, and the FDIC hasn't responded to the local investors' bid, Bedor said.

- AP story in Burlington (VT) Free Press - Mon, Jan 28, 1991 - pg. 12

January 30th

State Behind Hotel Sale: "Gov. Judd Gregg and U.S. Rep. Richard N. Swett are attempting to smooth bureaucratic wrinkles with federal bank regulators so the historic Mount Washington Hotel in Bretton Woods can open for the season. A local group of businessmen connected with the Mt. Washington Cog Railway and the Bretton Woods ski resort have made an unspecified offer to purchase the 89-year-old grand hotel from the Federal Deposit Insurance Crop. But unless the FDIC acts quickly on the offer, it may be impossible to book enough convention and guest business this spring to operate the hotel, said Joel J. Bedor, president of the Cog Railway and leader of the group trying to buy the famous hostelry. Bedor said the current management group hired by the FDIC to run the hotel has not accepted any convention bookings for the 1991 summer season due to financial uncertainty. The FDIC has said it will not continue paying the cost of managing the hotel indefinitely, Bedor said. Bedor's group includes Herb Boynton of the Bretton Woods ski area and attorney Wayne Presby and Robert Clement of the Cog Railway. Presby said the investors are specially qualified to own and op-



Mt. Washington Hotel
- Historic Hotels of America

erate the magnificent Bretton Woods resort due to their decades of experience operating two popular White Mountain tourist attractions. The FDIC became the owner of the hotel after it assumed control of the Eliot Bank of Boston last year. The bank was the prime financial source for the hotel's owners, Commonwealth Hospitality Group of Boston, Bedor said. The businessmen are hoping Gregg and Swett can convince the FDIC to accept their offer, which is reportedly less than the current appraisal for the hotel and depends on bridge financing from the FDIC. If the FDIC demands cash for the property, the sale could be delayed until after the summer season, which would hurt the local economy, said Bedor. The hotel employs more than 300 people during the season, he said." *- Littleton Courier – Wed, Jan 30, 1991 pg. 5*

CORRECTION: "In last week's State House Report Herb Boynton, one of the owners of the Bretton Wood ski area, was erroneously included in the group which seeks to purchase the Mount Washington Hotel. Boynton says, "In no way, shape or form am I interested in being a buyer of the Mount Washington hotel." The *Courier* apologizes for the error."

- Littleton Courier - Wed, Feb 6, 1991 pg. 5

March 29th

Mountain Division Revival?: "A planned revival of The Mountain Division rail line through historic and scenic Crawford Notch, could mean that passenger trains will be traveling through the mountain pass as soon as 14 months from now. A Bartlett entrepreneur, William Hunscher Sr., announced last week *(3/29)* that he plans to purchase 23 miles of the former Mountain Division track – from Bartlett to Bretton Woods – and beginning next summer, offer passenger train rides from Chandler Field near Attitash ski area to Fabyan's station near the Cog Railway base road at Bretton Woods. Regular passenger service through the Notch ceased more than 30 years ago. No regularly scheduled trains – passenger or freight – have made their way through the famous "Great Cut" at the top of the Notch since 1983. The last train to run thought the Notch was a ballast train in October 1984." *- Littleton Courier – Wed, Apr 3, 1991 pg. 1*

April 3rd

FDIC Ready to Sell Mt. Wash Hotel: "The historic Mount Washington Hotel will apparently open this season with a new managing general partner. Roger Dowd, a Boston attorney and limited partner in the investment group that currently holds a 44 percent interest in the Bretton Woods resort property, is expected in the next week or two to purchase the Federal Deposit Insurance Corporation's controlling interest in the hotel and the resort's other businesses. If the FDIC follows through with the sale, Dowd, a limited partner of the Mt. Washington Hospitality Partners, will own 80 percent of the partnership. Although the sale has not been completed yet, plans are already in the works to prepare the 89-ear old hotel for the coming tourist season. The fate of the hotel has been up in the air since it closed for the season last fall. A bid by a local investment group – including owners of the nearby Mt. Washington Cog Railway – to buy the property earlier this year was rejected by the FDIC." *- Littleton Courier – Wed, Apr 3, 1991 pg. 1*

May 1st

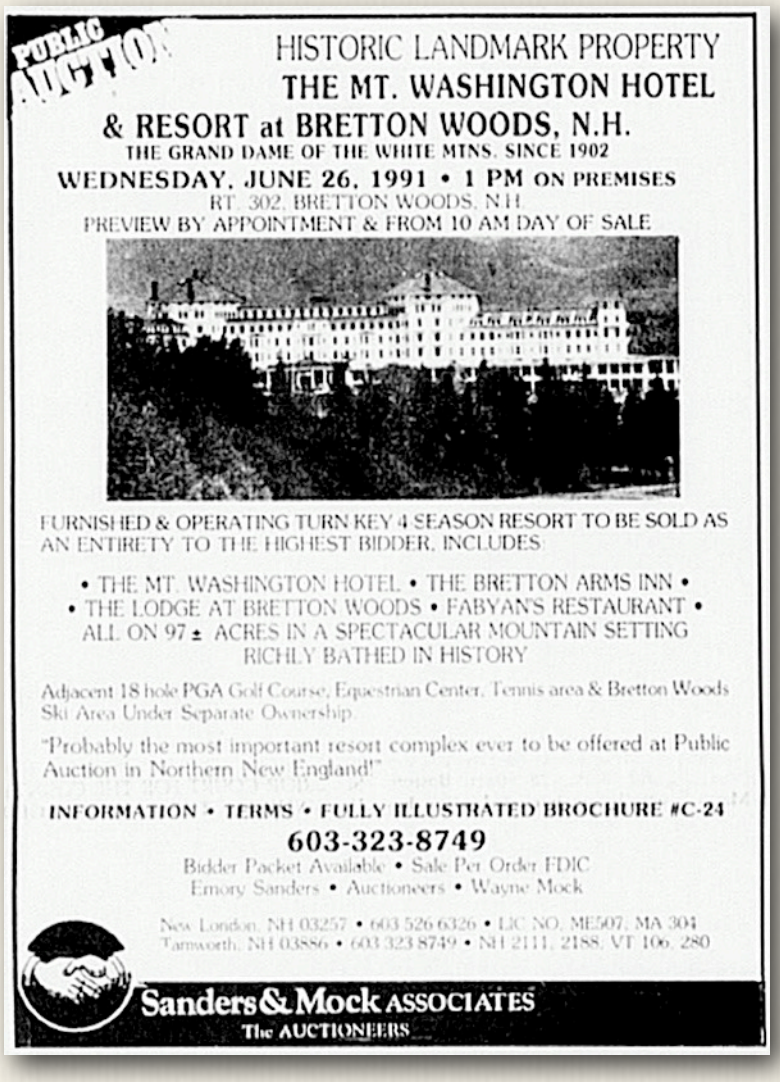
Grand Hotel will Open: "The venerable Mount Washington Hotel will open for its 89th seasons next month, despite the apparent failure this month by a Boston attorney to gain controlling interest in the hotel and the surrounding resort complex. The 225-room Grand Hotel, the last of its kind in the white Mountains, is slated to open the season June 15, according to new managing director Charles Nemhe. He estimated that the hotel will employ anywhere from 250-300 this summer. The hotel will have about 175 rooms available for occu-

pancy this summer, while the others will be under renovation."

- Littleton Courier – Wed, May 1, 1991 pg. 1

May 4th

Cog Begins Weekend Service: "The Mt. Washington Cog Railway will begin its 122nd season with weekend service this Saturday, May 4. Until May 25, trains will run weekends only at 11:30 a.m. and 2:30 p.m. After May 25 the trains will run daily on the same twice-a-day schedule and beginning July 1 they will run daily on an hourly schedule. This year a new passenger coach will be ready for service. Designed to match the original equipment, the new coach has a more spacious interior as well as an up-to-date braking system. The Cog made its historic first trip to the top of New England's highest peak July 3, 1869. Considered an engineering marvel of the time, it has continued its seasonal climb each summer integrating new technologies into the original design of the late 1800s. (first wider car?) *- Littleton Courier – Wed, May 1, 1991 pg. 3*



May 15th

FDIC Forecloses - Hotel to be Auctioned: "Two weeks after its scheduled 1991 opening, the historic Mount Washington Hotel and three other hospitality interests at the Bretton Woods resort property will be placed on the auction block *(left)*. The Federal Deposit Insurance Corporation (FDIC), which acquired majority interest in the property last year when Eliot Savings Bank of Boston failed, has set June 26 as the date for the mortgage sale."

- Littleton Courier – Wed, May 15, 1991 pg. 1

June 26th

Price was Right at FDIC Auction: "The North Country partnership that purchased the Mount Washington Hotel last week (6/26) may not have pulled off the 1991 version of the Brink's Robbery, but according to many observers, they did manage to "make a steal" in buying the historic hotel and three other resort establishments for $3.15 million. Charles Carroll, owner of the Mountain View House in Whitefield and a registered bidder at last Wednesday's FDIC foreclosure auction, was among many persons to express surprise at how low the winning bid proved to be. "I was definitely surprised it went at the price it did," said Carroll. "I was certainly surprised the FDIC would let it go for $3.15 million," added Dick Hamilton of Littleton, a history buff with a keen knowledge of the grand hotel era in the White Mountains. For their money, the partners, including Cog Railway co-owners Wayne Presby, Joel Bedor, and Robert Clement, and Littleton businessmen Jere and John Eames, purchased the 235-room Mount Washington Hotel, the restored Bretton Arms Inn, Fabyans Restaurant, and the modern 50-room Lodge at Bretton Woods (along with Darby's Restaurant). While the hotel is considered the centerpiece of the resort property, it has not been a moneymaker in recent years. The Lodge and Fabyans, on the other hand, are established



CONFERRING – Joel Bedor (left) of Littleton and business partner Wayne Presby of Lisbon discuss strategy last Wednesday during the foreclosure auction of the Mount Washington Hotel. The grand hotel was purchased by Bedor, Presby and their newly-formed compnay, Mountain Properties Preservation Corporation.
(Photo by Mike Dickerman)

businesses with dependable incomes. The Bretton Arms has also done well, but not spectacularly so. Mitchell Ashear, an FDIC official, admitted after last Wednesday's auction that he fully expected the auction to bring in less money than it did. "Driving up here today, I didn't think we'd get as high a bid as we got." The new owners say they will be "hands-on" managers of the hotel and they will bring the historic building back to its former prominence and lead it successfully into the next century. Bedor compared the task to what he and Presby have done in recent years at the Cog Railway, elevating the celebrated train once again into a first-rate tourist attraction. The group successfully outbid four other registered bidders."

- Littleton Courier – Wed, Jul 3, 1991 pg. 1 & 12



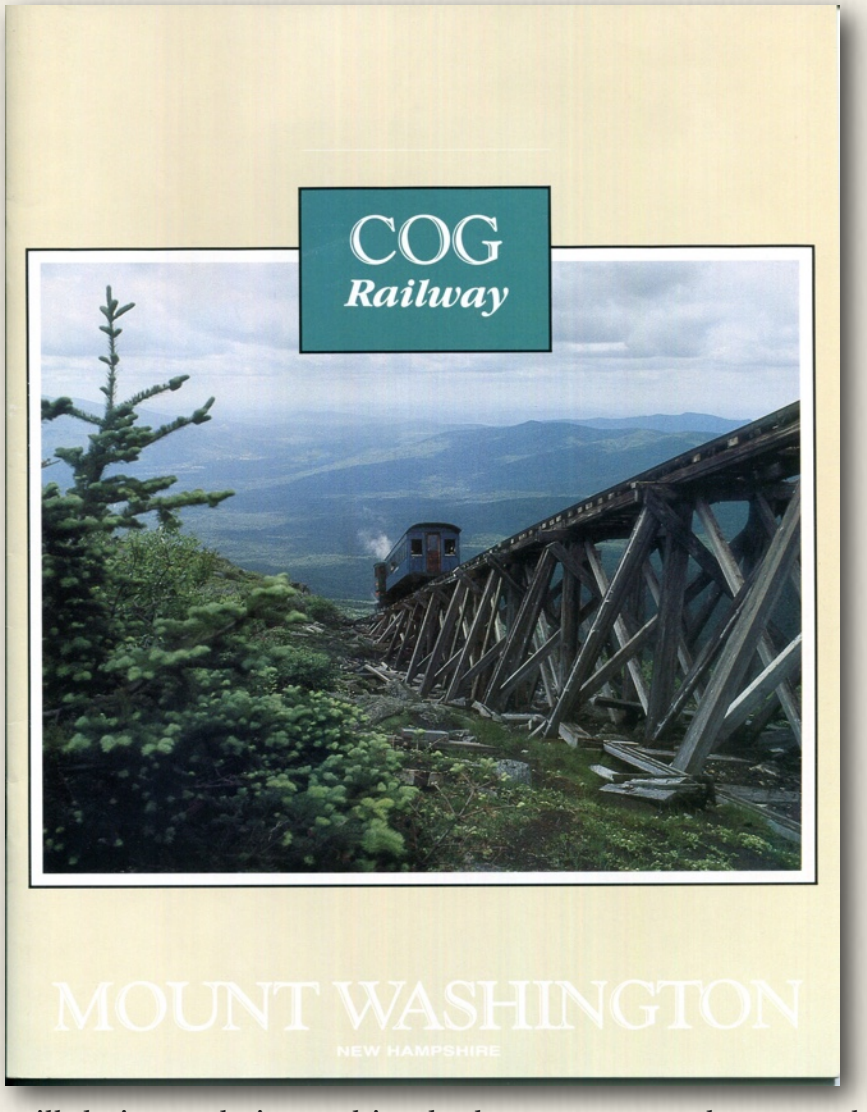
HIGHEST BIDDERS – The new owners of the historic Mount Washington Hotel pose in front of the grand hotel last Wednesday after outbidding four other prospective buyers at a foreclosure auction. The buyers are (l-r) Jere Eames, John Eames, Robert Clement, Joel Bedor, Kathy Bedor, and Wayne Presby.

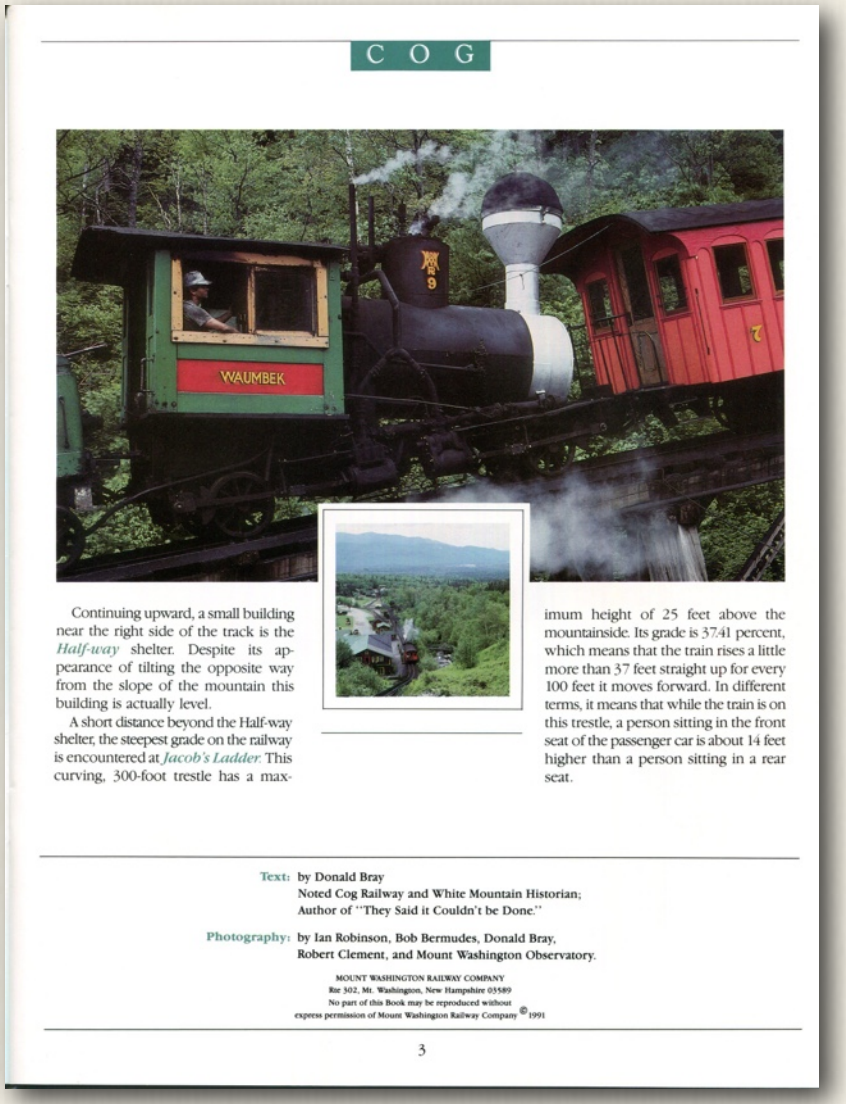
(Photo by Mike Dickerman)

July 3rd

A Grand Hotel: Editorial: "The best scenario possible has happened to the Mount Washington Hotel. Tossed around from out-of-state owner to out-of-state owner, no one seemed to have a direct focus on just how to treat this historic, splendid, but slightly archaic, old landmark, the pride of North Country citizens. Now, however, thanks to a newly formed group of local business people, the Mount Washington Hotel has new owners who have successfully demonstrated that they have tourist savvy, and who share with the rest of us the admiration that we hold for the lovely, red-headed lady enthroned like a queen at the base of New England's most majestic mountain. The oldest business axiom there is is that you must know your customers thoroughly in order to satisfy their needs and keep them coming back. And so, with the service traditional generations of North Country innkeepers, tourists at the Mount Washington will find concerned hosts, memorable food, elegance which complements the setting and plenty of informality which, again, is appropriate to the rural area. What's the perfect formula for success? We are not sure, but if anyone can make a go of the oft misunderstood and mistreated old hotel complex, this is the group to watch. From what we've been hearing, local support for the venture is enthusiastic. We know these people and aware of the successes they've accumulated in the tourist business – notably the Eastgate Motor Inn and Thayer's which the Eames family has rescued and developed into viable businesses, and the Cog Railway which the Bedor-Presby groups has put back on the tourist map. Now as a combined group, they are facing their biggest challenge: the splendid Mount Washington Hotel, Bretton Arms Inn, Fabyan's Restaurant and the Lodge at Breton Woods. They say they will stick to what they know: tourism. They will not "become developers," as one said, meaning they will not build more condos. What they







C O G

Continuing upward, a small building near the right side of the track is the *Half-way* shelter. Despite its appearance of tilting the opposite way from the slope of the mountain this building is actually level.

A short distance beyond the Half-way shelter, the steepest grade on the railway is encountered at *Jacob's Ladder.* This curving, 300-foot trestle has a maximum height of 25 feet above the mountainside. Its grade is 37.41 percent, which means that the train rises a little more than 37 feet straight up for every 100 feet it moves forward. In different terms, it means that while the train is on this trestle, a person sitting in the front seat of the passenger car is about 14 feet higher than a person sitting in a rear seat.

Text: by Donald Bray
Noted Cog Railway and White Mountain Historian;
Author of "They Said it Couldn't be Done."

Photography: by Ian Robinson, Bob Bermudes, Donald Bray,
Robert Clement, and Mount Washington Observatory.

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will do is use their combined talents to return the venerable hotel to what it once was: a Grand Hotel. - OPG"

- Littleton Courier – Wed, Jul 3, 1991 pg. 4



January 27th

Hiker's Body Found near Cog: "The northeast's highest mountain claimed another victim this week as a Rochester hiker died on the western slopes of the 6,288-foot peak. New Hampshire Fish and Game officials say the body of 38-year old Louis Webber was discovered on the mountain by searchers late Monday *(1/27)* afternoon – a day after he reportedly attempted to climb the mountain from the Cog Railway base area. Webber's body was found approximately a mile and half up the cog Railway tracks from the base area. Authorities believe Webber was going to ascend the mountain – known for its extreme weather conditions – via the Ammonoosuc Ravine Trail, which begins near the Cog Railway base station. Conditions over the weekend were described as harsh with bitter cold temperatures and gusty winds. A thick glaze of ice also coated the rocky summit. An autopsy conducted Tuesday revealed that Webber died from exposure to the extreme cold. He reportedly was ill prepared to tackle the mountain on Sunday when temperatures dipped well below zero and winds gusted to 60 mph. / According to a Fish and Game officer who was in the rescue party which discovered the man's body just after 5 p.m. on Jan. 27, the hiker (Webber) was ill-prepared to take on the cold and fury of Mt. Washington. The outerwear he had on – a light winter jacket, light wool gloves, a hat, and sweatpants – was hardly enough to combat the elements of the day. He was also unprepared to deal with the icy mountain terrain as he chose not to carry along crampons. Fish and Game officers believe the Rochester man followed the Ammonoosuc Ravine Trail up to the Appalachian Mountain Club's Lake of the Clouds hut, then struck off for the summit. Perhaps overcome by the early stages of hypothermia, the hiker drifted northward along the exposed ridgeline, eventually making his way to the Cog Railway tracks. In a last-ditch effort to escape the freezing cold, he headed down the mountain along the railroad grade, practically dragging himself in the snow and ice for nearly a quarter mile. Rescuers, following his foot tracks, first found his gloves lying by themselves. Then they found the hiker, who by then had been lying out in the cold for perhaps 24-26 hours."

- Littleton Courier – Wed, Jan 29, 1992 pg. 5 & Wed, Feb 5, 1992 pg. 1A



- Littleton Courier - Wed, Mar 18, 1992 pg. 8A

March 10th

Twin Mountain Packages: "The Twin Mtn. Chamber of Commerce met March 10 at the Bretton Woods Motel with Pres. Cathy Bedor presiding. The Cog Railroad will be making up a package for May and June for businesses. There is still no word if the train through the notch will begin this year or next. The new brochures will be printed soon."

- Littleton Courier – Wed, Mar 18, 1992 pg. 5A

May 2nd

Attractions Open Early: "Ride an authentic coal-fired steam train on the world's original mountain-climbing railway to the summit of the northeast's highest peak beginning May 2 (week-



- Littleton Courier - Wed, Jun 10, 1992 pg. 3

ends until daily service begins May 25). The Mt. Washington Cog Railway, with its base in Bretton Woods, has been an engineering marvel since 1869, and the three-hour round trip is still an unforgettable journey today. On the summit of Mt. Washington, visitors can tour New Hampshire's unique mile-high state park, which includes an Observation Center. Tickets cost $32 per person for the three-hour round trip. Groups are offered a variety of rates and schedules."

- Littleton Courier – Wed, Apr 22, 1992 pg. 9



Cog Railway Non Sequitur: *"I asked my friend Rick Symmes to draw me something Cog-related that could never possibly happen in real life, and we decided on an Amtrak train at the Base transfer, about 1896-7. Compare it to all the photos of Boston & Maine stream trains (1992-93)*
- pencil drawing by Rick Symmes / Collection of John Kurdzionak

May 31st

Back to the Past: "You've never been on a train trip like this one: Three miles straight up he side of Mount Washington, the highest peak in the northeast. A peculiar, diminutive, dip-nosed steam locomotive puffs and clanks and pushes as singled car to the top in about an hour, catches its breath for 20 minutes there at 6,288 feet, then backs all the way down, huffing and straining some more, burning a ton of coal in the process. It's also expensive ($32 for an adult) and noisy, and it's disappointing on a cloudy day. And for than 300 days a year, Mt. Washington is cloudy on top. On clear days the view is sensational (more than 100 miles). Before departing, take time to look over the engines. Designed especially for steep grades, their boiler tilts down in the front, giving them a grazing-buffalo look. The powerful little locos have two sets of wheels, each set driven by its own pair of pistons, with a center cog wheel that bites securely into the rack between the rails. Take a sweater because the mountain can be cold and windy (a world record 231 mph). Take a seat far forward and on the left side for the best view and the least noise. The incredible incline and the sight of the little engine bellowing black smoke all the way to the top make the trip adventuresome but not frightening. As you look over the edge

into space, just keep telling yourself that the Mt. Washington Cog Railway has been running this very same trip since 1869." *- Providence (RI) Sunday Journal - sun, May 31, 1992 pg. H3*

June 24th

Cog and Wash – One O&O: Mountain Musing: "The palatial Mount Washington Hotel and Resort and the Cog Railroad "to the top of New England" are now both owned and operated by area residents who are dedicated to making them both better known to year-round friends as well as the visiting tourists. The Grand Hotel is celebrating its 90th anniversary this year and is as impressive today as it was in the summer of 1902 when it was opened by coal baron Joseph Stickney. Guests continue to enjoy the wrap-around veranda that offers breathtaking views of the surrounding mountains of the Presidential Range. The Cog Railway, the world's first, has been steaming to the Summit of Mt. Washington ever since it began its long career in 1869 – 123 years of service to an admiring public who have acclaimed this engineering marvel. Today it continues to rank as a world wonder, along with one of earth's natural creations, the Old Man of the Mountains over in Franconia Notch. If you have never visited The Cog or the stately Mount Washington Hotel at Bretton Woods, now is the time to make your acquaintance and relish a warm welcome!"



- Andrew Villaine Collection

- Littleton Courier – Wed, Jun 24, 1992 pg. 11

July 24th

Russian Culinary Delegation: "A group of 10 Russian Culinary Delegates from Moscow, Commonwealth of Independent States (formerly Soviet Union), visited the Wayside Inn in Bethlehem, took a trip to the top of Mount Washington via The Cog Railway and enjoyed the evening at the Mount Washington Hotel last Friday, July 24. At 3:45 the groups started a voyage to the top of Mount Washington on the Cog Railway. The weather was clear, and they were thrilled to see the countryside spread at their feet. "The United States is a beautiful country," said Tatjana Chirkina through interpreter Elena Baranova. "We could see mountain tops, lakes and we felt like we could touch the stars." The delegation was met at the base of Mount Washington by The Mount Washington Hotel shuffles and taken to the hotel for a chance to shower and rest before a cocktail reception in their honor. Here, Robert Clement, general manager of the Mount Washington Hotel gave the delegation a copy of George McAvoy's book, And Then There was One, a history of the North Country's Grand Hotels. The Master Chef, Alla Sozonova returned the gesture by giving Moscow Emblems to Clement as well as to Certified Executive Chef of the hotel, Frank DeAmicis, and co-owners Jere Eames and Joel and Cathy Bedor. Before a tour of the hotel and kitchen facilities, the Moscow Delegation had time to get to converse casually with their hosts. "I can't believe how receptive the American people have been to us," said Baranova. "We are so happy to have this opportunity to exchange experiences and secrets of preparation. The American food is very tasty to us. In Moscow it is difficult to get spices and we have enjoyed the new treat." Chef Sozonova



- Littleton Courier - Wed, Dec 16, 1992 pg. 12A

is interested in national American food and would like to work closely with chefs in this country. She is in charge of 1200-seat restaurant in Moscow and oversees 24 chefs."

- Littleton Courier – Wed, Jul 29, 1992 pg, 11

September 9th

Hamilton on Railroads: "Approximately 42 members of guests attended the annual luncheon of the Whitefield Historical Society last Wednesday *(9/9)* at the Inn at Whitefield. In addition to a brief business meeting, members listened to a talk by Alexander Hamilton on the history of railroads, especially railroading in New Hampshire. Hamilton is a member o f the National Railway Historical Society and recently received his 50-year pin from that organization where he holds the office of chaplain. Hamilton is also one of the founding members of the Seashore Trolley Museum New England Electric Railway Historical Society in Kennebunkport, ME. In addition, he is also affiliated with the Mt. Washington Cog Railway. Hamilton told the group that he feels railroads should still be an integral part of the transportation system…. (he) feels that passenger service of the railroads will come back."

- Littleton Courier – Wed, Sep 16, 1992 pg. 13



No. 3 Crew: *Base Station train crew, Mark 'PoPo' Colter, John Lovell, & Mike Thompson pose for picture at the Base Station platform (1992)*

- Michael Thompson Collection

1993

January 13th

Mt. Washington Resort: "Members of the Littleton Rotary Club heard good news concerning the Mount Washington Hotel and Resort. Jere E. Eames, owner of Littleton's Eastgate Motel and a general partner in the Mount Washington, and Joel J. Bedor, CPA, also of Littleton, general partner and chief financial officer in the hotel, took part in the presentation. They painted a glowing picture of the hotel today and outlined plans they have for its future. The present staff, known as the "Mt. Washington Hotel Preservation Partnership" for 1992 consists of approximately 21 members. The two said the group's investment of enthusiasm, dedication, ideas, and capital, have succeeded in giving the North Country a magnificent report. They told the Rotarians that in its heyday as many as 57 trains a day brought people to the resort, rivaling Newport, Saratoga and Bar Harbor. Among the subjects presented were: the staff interest in giving back to the area, needed sports and entertainment for all ages. Copies of a 1992 Year Book were given to Rotarians. It is the first Year Book ever published by the Resort during its 90 years of history. The edition, "Preserving the Legend" is dedicated to the staff and employees. It contains many photographs and lists 373 persons as former employees. Eames announced that many events: weddings, private and public programs, are taking place there these days. Eames says, "Come, visit the resort, see for yourself what has taken place!" *- Littleton Courier – Wed, Jan 13, 1993 pg. 9*

January 27th

Fabyan's New Look: "The Mount Washington Hotel and Resorts restored railway station, Fabyan's Station has recently undergone changes. Now, with oak tone wainscoting and paisley wallpaper, the lounge and the entrance is open, airy and boasts the flavor of the turn of the century. Fabyan's also has initiated a new menu for snack, sandwich or dinner. With a new atmosphere and schedule of entertainment events Fabyan's welcomes guests to enjoy aprés ski dining and fun. Fabyan's is also right on snowmobile Corridor II. Snowmobile clubs are welcome to advertise their clubs' events and fundraisers free of charge by calling Fabyan's Station, 846-2222."

- Littleton Courier – Wed, Jan 27, 1933 pg. 8A

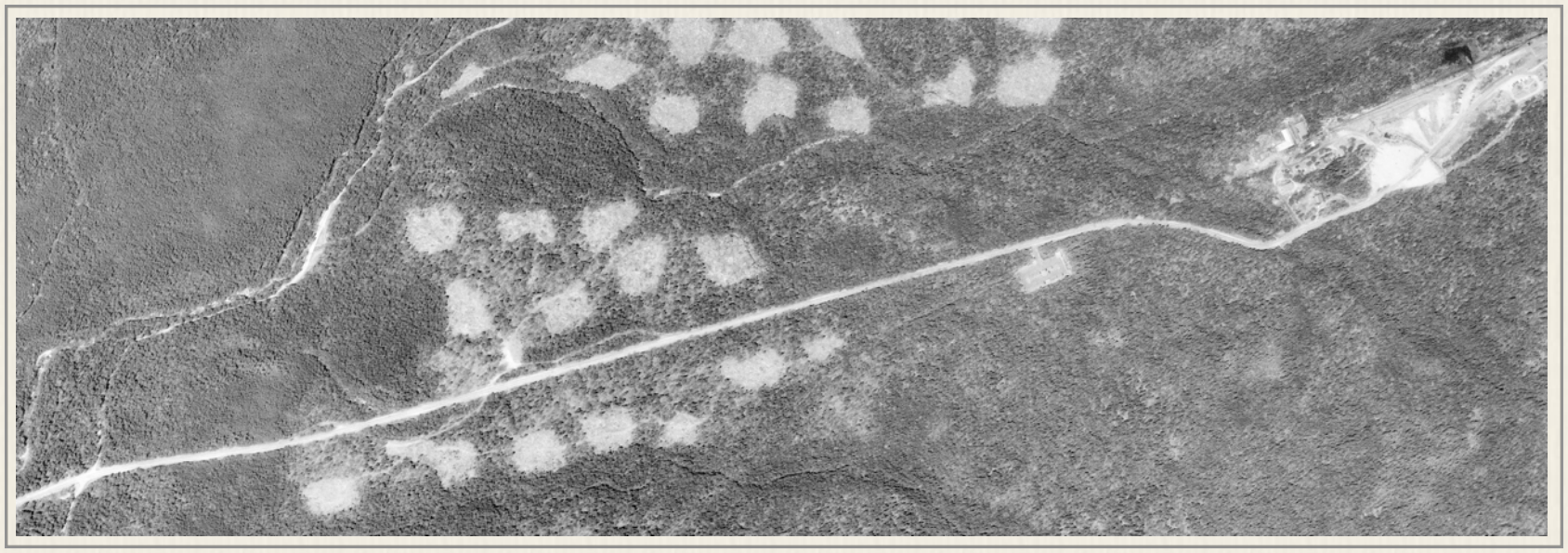


- Littleton Courier - Wed, Mar 3, 1993 pg. 10A

March 22nd

Base Road Posted: "The following roads have been posted for restricted weights according to the formula on the Maximum Legal Gross Weights Sheet. Posting took place Monday, March 22. Base Road from jct. with US-302 in Carroll to the end of State Maintenance in Thompson and Meserve Purchase, 6.33 miles.

- Littleton Courier – Wed, Mar 24, 1993 pg. 10



May 8th

USDA conducting ***aerial photography survey of Coös County***, New Hampshire overflies Fabyan/Base/Summit area. Photo *(above)* shows intensive logging along Base Road to first four corners

May 30th

Mt. Washington Hotel Restoration: "Mount Washington, that mysterious and glorious rock-pile with its snow and clouds, dominates the North Country landscape and the psyche of those who live in its shadow. And for the past 91 years the elegant Mount Washington Hotel, with its magnificent 900-foot wraparound veranda, 235 rooms, superb amenities and grand ballroom, has enriched, bedeviled and bankrupted a series of owners. It all began with Joseph Stickney, the Concord native and railroad and coal millionaire, who opened this grandest of grand hotels in 1902 and then died a few months later. His widow operated the hotel until the 1930s. Until the summer of 1991, Stickney had the distinction of being the only owner of the hotel hailing from New Hampshire. A succession of out-of-state corporations, management groups and partnerships controlled the hotel with mixed success for decades, until the facing hotel was put on the auction block on Aug. 15, 1991. Then a group of gutsy North Country businessmen bid a paltry $3.15 million for the hotel, accompanying facilities and property, beating out high-powered competition that included Thomas Flatley, the mastermind of a massive real estate and resort empire based in Braintree, Mass. Now headed into their second complete season as owners of the hotel, Joel and Cathy Bedor, Robert Clement, Wayne Presby and John and Jere Eames say they are prepared to take a restored and revitalized Mount Washington Hotel into the next millennium. But don't look for flashy promotions and ostentatious spending from this crowd of North Country Yankees. "our intention from the beginning was to take it one step at a time. We don't have deep pockets. We're not going to spend millions of dollars.... we're taking our time and using Yankee ingenuity," said Cathy Bedor. Besides a distinct North Country flavor, management, investors and owners bring decades of experience in diverse areas to running the hotel and its assets. In short, these are mountain people. An accountant by trade, Joel Bedor is a part owner of the Mount Washington Cog Railway and general partner with Herbert Boynton of the Bretton Woods ski Area. Cathy Bedor is marketing director for the historic railway and also assists in promotion and management at the hotel. The Bedors were childhood sweethearts who met, married and live in Littleton. Wayne Presby, a Sugar Hill resident whose family traces its North Country roots to the 18th century, furnishes the group with legal expertise. He is an insurance company attorney and is also a part owner of the cog railway. Presby's expertise came in handy recently as the hotel finally took control of the 270-hole golf course from the Federal Deposit Insurance Corp, after lengthy negotiations. His father, William, is a retired contractor, an investor and the man the group relies on as a problem-solver for construction projects. Clement is general manager of the hotel and has been the general manager of the cog railway. Comfortable tearing apart the railway's unique steam locomotives or tackling restoration projects, Clement's 20 years of engineering and building experience is a godsend for this undertaking. John and Jere Eames are restaurant, movie theater, hotel and motel owners from the Littleton area. They also own the Thayers Hotel, a vintage building on the National Register of Historic Places. The glue that holds this group together is its members' intense interest and respect for the hotel and its long history. And a firm belief that a grand hotel can survive and proposer into the 1990s and beyond. The hotel was in the black last summer, the group's first season as owners. There is a new approach at the hotel and the veterans of decades of prior ownership have noticed. James Bell Drummond, the hotel's guest services manager, grew up in the place. He has been everything from lifeguard to bellboy. He marks the third generation of Drummonds to have worked at the hotel. "I feel very good about them," Drummond said of the new owners. "They are not absentee landlords. They are committed to the hotel's future. When the auction came along we thought it was over."

- The Boston Globe - Sun, May 30, 1993 pgs. 210 & 211



- Littleton Courier - Wed, May 5, 1993 pg. 5A

June 5th

Kathy-Rae Marries: "In an unusual wedding taking place on the South Veranda at the Mount Washington Hotel June 5, 1993, Kathy-Rae Presby became the bridge Michael Nino Emmi. A humorous ceremony, which included the appearance of James Drummond with a shotgun held over his head, was perfromced by the bride's brother, Wayne W. Presby. The bride is the daughter of Mr. and Mrs. L. William Presby Ju. of Sugar Hill and her father was her escort the groom is the son of Mr. and Mrs. Anthony N. Emmi of Lewiston. Following the ceremony, dinner was served in the hotel's Main Dining Room and a reception was held later in the Grand Ballroom. The festivities continued on Sunday when guests took a champagne train ride above the Cog Railway to the summit of Mount Washington. The bride is a 1980 graduate of Profile High School in Bethlehem, NH and a 1984 graduate of Western State College in Gunnison, where she received a bachelor's degree in business administration The groom is a 1976 graduate of Lewiston High School. He owns and operates South of Border Mexican Restaurant in Lewiston."

- Littleton Courier - Wed Jan 26, 1994 pg. 5A



Up Long Trestle: *"No. 10 Col. Teague pushing car No. 4. Probably Mark Coulter and EWA (Eddie Holloway) in the cab; I'm on the front platform on the engineer's side; the fellow on the fireman's side was Chris Jameson who was training at the time. Tourists in the doorway between us." (Summer 1993)*
- John Kurdzionak Collection

August 1st

Scenic Railroads Listed: "Many people born since the 1950s know about train travel only from listening to their elders reminisce, but it is still a wonderful way to travel and see scenery that otherwise might only be accessible on foot, horseback or snowshoes. You can explore special areas of particular interest with great trains and train rides around the country. Some operate year-round, others only seasonally. They include: Mount Washington Railway Co., Mount Washington, N.H. Uses cog-wheel locomotives - six built between 1870 and 1908 - to climb Mount Washington. The three-hour round trip costs $32."

- Danville (KY) Advocate-Messenger - Sun, Aug 1, 1993 pg. 24

August 8th

Mountain Musings Considered: "Reflections on 53 years of writing his "Mountain Musing" column in *The Courier*, a "down memory lane" sort of review, by Rotarian Jack Colby provided the program for the last luncheon meeting of the Littleton Rotary Club at the Clam Shell Restaurant. He included vignettes on some of the older members of the club for the benefit of the newer ones. Guests included Mrs. Ellen Teague, formerly for many years associated with the famous Mt. Washington Railroad, her executive vice president Alex Hamilton (a direct descendant of American patriot Alexander Hamilton), Miss Frances Heald, well known historian, and Jack's wife, Ruth.

- Littleton Courier – Wed, Aug 8, 1993 pg. 7A



- Littleton Courier - Wed, Aug 25, 1993 pg. 12A

September 6th

Hot & Sunny Tourism Season: "After watching summer seasons get washed out by dreary weather and a dismal economy, tourism businesses across New England have been enjoying brighter results this year. From the shores of Cape Cod to the top of Mount Washington, businesses that thrive on tourists say the hot, sunny weather this summer has led to a strong season - some say the best in years. But while tourist attractions have enjoyed better traffic, it hasn't always translated into more spending, as consumers still show caution about the economy. In New Hamp-



- Littleton Courier - Wed, Aug 25, 1993 pg. 12A

shire, tourism officials echoed the comments of others who said vactioners were being cautious with their money. But the state still reported a 4 percent gain in tourism simply because more people were traveling. The Mount Washington Cog Railway, which climbs to the top of New England's highest peak, has carried about 5,000 more people this year, a 13 percent increase, said Bob Trask, general manager of the railway. Trask and others in northern New England said they benefited from a series of hot spells that sent travelers looking for cooler climates. The weather was also a break from the rainy months last summer."

- Bangor (ME) Daily News - Mon, Sep 6, 1993 pg. 22

December

ECT on Aging: Mountain Musings' editor Jack Colby turns to an old friend's holiday card for copy for his column: "Quoting from Adam Linsay Gordon, "Life is mostly froth and bubble,/ Two things stand out like stone, / Kindness in another's trouble, / Courage in your own," Ellen C. Teague of Whitefield, whose life was tied to the Mt. Washington Cog Railroad, used her Christmas Card this season to give her moving impressions "On Aging," with a prologue that beings, "I am in my eight-first year!" A few of Ellen's commentaries: "It is fun to be a local author. I am glad I retired from the Cog Railway at 70 years (after running it for more than 15 years following the death of her husband, Col. Arthur Teague)…. I decided to live in New Hampshire, 52 years in and out of the state. It is beautiful and I am happy here… I have seen many changes. When our beautiful hotels in the North Country were flourishing, the economy was good, business was good in town; country people saved and put away for winter months. Skiing was progressing in Lincoln and Sherman Adams, in his lifetime, did a great deal for the (hometown) people. His wife (Rachel) worked for the Lincoln Summer Stock theatre which has developed into the Children's Theatre in the 'Ole Mill." When I sold the Railway in 1983



No. 6 Great Gulf backing down to the bunker to coal up for its next trip (Oct 1993)
- Color slide from collection of Robert J. Girouard



- Littleton Courier - Wed, Dec 8, 1993 pg. 14

I shared the proceeds with my children. I have saved a small amount (and I mean small) and now live off my utility dividends, Civil Service (from operation of the U.S. Postoffice at the Base Station of The Cog), and Social Security. I realize how difficult it must be for others my age and those gaining, because of the many changes around us… I have been working since I was 17 (being a registered nurse) and I find it very difficult to grow old – my body doesn't work the way it did. Gradually, like most of us, my eyes need more light, more visits with the ophthalmologist. Many problems with my heart and visits with the cardiologist; they say my heart is function, but slowly. Then there is the arthritis doctor…. My friends are dear to me, as life itself. My four living children and eight grandchildren are precious. Our friends and neighbors become part of our lives – aging can be pleasant and we do find much to ac-



Making Way for the New Marshfield











A Daylight Bonfire: *Plans for the new Marshfield Station required the old cabin office/ administrative building to be removed. Doors, windows and other useful parts of the building were removed. Rob Maclay & Bobby Trask then lit her up and monitored the burn into the night. One Cog wag would later say it was the first time a Cog building had burned under blue skies. (Oct 1993)*
- Dave Moody Collection



complish in our daily lives. The Speaker of the N.H. House, Harold Burns, lives just around the corner from Parker road on Rt. 116 and I keep up with our political parties in Concord. I believe I have had close association with our governors since 1946… Sometimes I make pies, cookies and cakes. I make my own applesauce and about four dozen jars of apple jelly each fall. I have fresh vegetables from my garden – the crows ate all my corn, which I planted four times this year! On long drives, my friend, Alexander Hamilton, helps me. We take turns driving. I love our Whitefield Summer Stock company, the Weathervane Theatre, and then, of course, I go to my Mount Washington Observatory meetings when I can – I am an honorary trustee and it's fun to know how it is progressing. I think back and wish I could ride a horse and drive, as I used to at the Devon Horse Show in Pennsylvania, and the North Country Horse Shows, and others – now I watch and appreciate our young ones. Whitefield is God's Country to me, and prefect for retired people. I am out of the 'hustle and bustle' and noise of the cities, which I used to love. Our winters are cold, snowy and icy, but gorgeous. The North Country knows how to deal with bad storms. We know how to cope, and our patience gets us through these cold months… I have planned my retirement and feel my aging will enable me to live here in Whitefield in my own home. Alexander and I plan to care for each other and if the time should come to otherwise, we will use the hospice program connected with the hospital. I find living here in the North Country gives me peace, time to reflect, and appreciate what the Lord has prepared for me to do in these later years. Alexander and I say prayers together each night and thank God for our daily blessings. We attend church each Sunday, when we can, otherwise our service is held here at the house. (*Courier's note: Alex is an ordained Episcopal clergyman)* My heart is here and set, "God Willing,' to enjoying five to seven more years. Merry Christmas and a Happy New Year. 1994. – Ellen"

- Littleton Courier – Wed, Feb 16, 1994 pg. 4C

1994 Commemorative Coin
125th Anniversary Mount Washington Railway





1994

January 27th

Marshfield Museum Plea: "Railroad enthusiasts are being invited to donate memorabilia to a new museum with a special focus. Anyone with artifacts, pictures or articles relating to the Cog Railway that runs up Mount Washington is being asked to consider allowing them to become part of the museum's collection." *- AP article in Hazleton (PA) Standard-Speaker - Thu, Jan 27, 1994 pg. 16*



- Littleton Courier - Wed, Jan 12, 1994 pg. 5B

March 2nd

Marruin' Ray: "Ask (Twin Mountain) Justice of the Peace Ray Chaput where he performed his most unusual wedding and he will probably offer you several choices. Perhaps it was the time he performed a wedding ceremony high on top of steel tower on Dalton Mountain in below zero temperatures. Or ma be it was the couple he married in the coal car (wood tender) on *Old Peppersass* at the Cog Railway. Then there was the mock shotgun wedding held on the spillway at Moore Dam, where the father of the bride happily held a shotgun throughout the wedding ceremony. For Chaput sometimes it's difficult to choose which wedding was the most far out. "I guess it depends upon what you think is unusual," he says. "After a while you come to realize it is all just part of the job." Which is a modest statement considering he has performed over 90 weddings since 1987 including some on mountain tops, at ski areas and even on top of Mt. Washington. When Chaput moved to Twin Mountain with his wife Joan 14 years ago *(1980)* he never thought he would end up becoming a justice of the peace. At the time he was more involved in running the Boulder Motor Court, a series of overnight cabins that he and Joan purchased for the family business. But in 1987 when he found out the town needed a bail commissioner, Chaput found out when he applied for the job, that part of the job's requirements meant becoming a justice of the peace. "I really didn't think too much about it at first," Chaput said. But during the early summer of 1987, guests staying with Chaput noticed his JP license hanging on the wall. "The family was here on a hunting trip and the father of the bride said maybe I could help him out. "It's about time these two got married," the father told Chaput and shortly after Chaput found himself performing his first wedding. He said the first wedding, held at the town's gazebo, was "fairly typical." Not long after, Chaput decided to put a listing in the Yellow Pages and this along with word of mouth from friends and acquaintances caused his wedding services to increase. The latest wedding Chaput performed was on Valentine's Day *(1994)* at Bretton Woods, where he married a couple on the deck of the Top O' Quad Restaurant. "I was there *(Mount Washington hotel – Bretton Woods)* so much over the past couple of years, that the owners of the hotel have kidded me about giving me my own parking spot," Chaput said. Chaput expects to continue as a Justice of the Peace, as well as run his business. In addition, both Chaput and his wife, Joan are avid outdoors people. He also pilots his own airplane which is based at the Mt. Washington Regional Airport. For this fellow, nothing seems out of reach – the more challenging, the better." *(Fitney Jr note: Chaput would become a state fire investigator attached to the Twin Mountain Fire Department and four years after this article would investigate the cause of the blaze that destroyed Col. Henry N. Teague's 60-year old Marshfield station at the Cog Railway.)*

- Littleton Courier – Wed, Mar 2, 1994 pg. 6A



- Littleton Courier - Wed, Mar 9, 1994 pg. 6B

May 7th

1994 Season Begins: "The Cog Railroad operating from the west side of Mt. Washington has been bringing trains to the summit on weekends since May 7."

- Littleton Courier – Wed, May 25, 1994 pg. 8

May 10th

Chamber Tours New Base Station: "The Twin Mt. Chamber of Commerce met May 10 at the new Mt. Washington Cog Railway building and toured the building with Cathy Bedor. The meeting was then held at the Hotel with 14 present. Members



- Littleton Courier - Wed, Mar 30, 1994 pg. 5B

were asked to get their brochures to Ray Chaput if they want them displayed."

May 11th

Grand Dame at 92: "With a backdrop of the Presidential Range and Mount Washington, It is understandable why, for over 90 years, guests (of the Mount Washington Hotel) continue to marvel at the view from the hotel's 900' wrap-around veranda. Until recently, the "Grande Dame" had begun to show her age. In 1991, the Federal Deposit Insurance Corporation put the Mount Washington Hotel on the auction block. The successful bidders were members of the Mount Washington Hotel Preservation Limited Partnership, a group of Northern New Hampshire entrepreneurs who save the hotel from what was an uncertain future. "We are making a commitment to preserve the hotel and bring it into the next century in the same fine tradition that is has had for the past 91 years," said Joel Bedor of Littleton, president of the management team. True to their word, this group along with over 300 employees, has made many improvements, and the Mount Washington Hotel is beginning to look young again. The first two years of operation exceeded projections, and Bedor says, "We have a great base and look forward to 1994! We hope that Joseph Stickney (who built the hotel) would be proud of what we have done with 'Grand Dame." On May 20, the traditional start-up of the Grandfather Clock will mark the official beginning of this special season *(commemorating the 50th anniversary of the international monetary conference.)*

- Littleton Courier – Wed, May 11, 1994 pg. 10



USDA conducting ***aerial photography survey of Coös County***, New Hampshire overflies Fabyan/Base/Summit area. New and old Marshfield Stations are seen *(above)* along with Ammonoosuc Junction for double-track short run from former Honeymoon Cottage/Girls Dorm to Base. Shuttle runs were discontinued after it was determined it was cutting into sales of longer trip to the Summit.

May 15th

By-Gone Era at Bretton Woods: Rev. Robert W. Bermudes: ""This summer, the world will celebrate three historic events at Bretton Woods, New Hampshire: the 125th anniversary of the oldest mountain-



- Littleton Courier - Wed, May 11, 1994 pg. 6B

climbing, steam-powered cog railroad in the world, which daily delivers as many as 300 travelers to the summit of 6,288 foot Mt. Washington; the 50th anniversary of the Bretton Wood Monetary Conference at the Mt. Washington Hotel and resort, where the United States' gold standard was established, and the 60th anniversary of the "The Big Wind" – a 231 mph monster – the strongest wind anywhere on planet earth recorded at the Weather Observatory (The Obs) on the summit of Mt. Washington. Most fun for all ages will be "The Little engine that Could," "The Cog" railroad on Mt. Washington. Diminutive and comic, the funny little engines puffing smoke and steam and soot, smelly and hot and making primitive noises, snort the entire two miles up the mountain. The means of traction on the 25 percent average grade is provided by two heavy-toothed cog gears on each of the engine's axles which rotate into a rack rail located in the center of the track. The same cogs provide braking as the train descends the mountain. Created through the determination of Sylvester Marsh and Walter Aiken, The Cog's mystique is the staccato exhaust, endless vibration, cacophonic din, and constant shower of cinders. (Be sure to wear a hat.) Little wonder steam is a religion with considerable followers there. Thirty years ago a diesel engine was ordered for the mountain, but incapable of generating enough steam for the steep pull, it was soon scrapped. Folks who suggest modernizing The Cog are told to watch for the delighted faces of patrons who alight after the hour-long climb to the top of New England. The Cog is more than a means of getting to the summit, the wooden coaches are more than protected conveyances from which to view pristine lakes, mountains, villages, and on clear days, Boston Harbor over 100 miles away. The chugging, spewing, tilted boilers give this rail line its panache. The technology employed 125 years ago remains unchanged to this day – and folks of all ages love it. Commemoration of the three events begins on the weekend of June 24-25 with several joint Cog/Obs/Hotel symposia dealing with the weather, hotels, fauna and flora, tourism and related regional subjects. This summer will be a time when weather buffs and meteorologists, train aficionados and outdoor enthusiasts, can know a by-gone world; observe close-up as The Cog engines and coaches undergo routine maintenance; shake hands with some of the original builders of the grand hotels, immerse yourself in the "Great Gatsby Escape" of vintage automobiles, and dance and listen to the music of the 40s on two Big Band weekends. Then maybe, just maybe, you will return home relaxed and gratified that you were immersed for awhile, in some of our country's fascinating history in the small slice of New Hampshire called Bretton Woods." *- Springfield (MA) Sunday Republican – Sun, May 15, 1994 pg. T-7 (121)*

June 2nd

Wayne & Susan Get Engaged: "Mr. and Mrs. Robert Gummerus of Ashby, MA announce the engagement of their daughter, Susan Marie to Wayne Witherton Presby II, son of Mr. and Mrs. L. William Presby Jr. of Sugar Hill. Miss Gummerus is a graduate of the University of Massachusetts and Franklin Pierce Law Center in Concord. She is a member of the Massachusetts Bar. She is employed by the Mount Washington Cog Railway. Mr. Presby is a graduate of Franklin Pierce College and Franklin Pierce Law Center. He is a member of the New Hampshire Bar. He is employed as Chair of the Board of the Mount Washington Cog Railway and Mount Properties Preservation Corporation which owns and operates the Mount Washington Hotel and Resort in Bretton Woods. The couple plans to we during August at a ceremony to be held at the Mount Washington Hotel." *- Littleton Courier – Wed, Jun 2, 1994 pg. 8A*

June 14th

Off to the Museum: "Jefferson Notes: Grade 3 pupils will visit the Mount Washington Hotel and the Cog Railway Museum June 14. Tomorrow *(6/9)* they will tour the town, taking note of places connected with the Waumbek Hotel, early railroads in town and the Cherry Mountain slide."

- Littleton Courier – Wed, Jun 8, 1994 pg. 8B

June 19th

Brand ***new Marshfield Station*** is ***dedicated*** on the 125th anniversary of the Cog. New Victorian styled building contains a restaurant, gift shop, museum and restrooms.

http://www.cog-railway.com/03timeline.htm

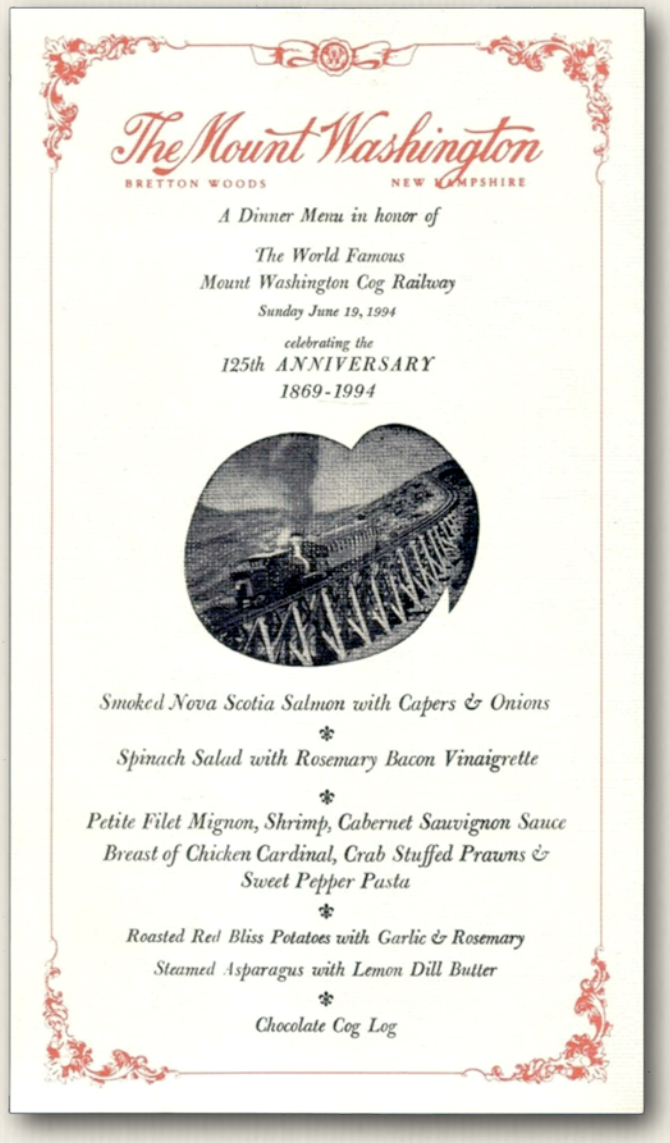


AMONG THE CLOUDS--The new Marshfield Station is shrouded by the clouds, Sunday morning during dedication ceremonies marking the 125th Anniversary of the Cog Railway, which began operation in 1869. (Photo by Bill Flynn)

125th Dedication: "With owners, former owners, employees, guests and public officials gathered at the base of Mount Washington Sunday *(6/19)*, the Cog Railway celebrated its 125th Anniversary. A ceremony dedicating the new Marshfield Base Station building officially enhanced the facility and reaffirmed the Cog as one of the region's premier tourist destinations. The new 19th Century style building houses a ticket office, historical museum, restaurant, gift shop and offices. The June 19 dedication highlighted a day of planned events and activities for the popular tourist attraction, which has been operation since July 3, 1869. On that day at 4 p., owner/inventor Sylvester Marsh saw his dream come true when the first locomotive, *Old Peppersass*, reached the summit of Mt. Washington, making the Cog Railway the first operating railroad of its kind in the world. "The Cog Railway is a tribute to Sylvester Marsh, and New Hampshire," said Wayne Presby, Board Chair of the Mt. Washington Railway Company, as he acknowledged the support of friends and individuals over the years, during the ceremony. "Now more than ever the Cog Railway is a tribute to NH people, for it is a thriving artifact of history," he said. In addition to guests U.S. Congressman Dick Swett, and State Senator Carol Lamirande, Donald Bray, historian and author of *They Said it Couldn't be Done*, (a historical account of the Cog Railroad), spoke about the drive and determination of Sylvester Marsh and the creation of the railway. Congressman Swett congratulated Presby, and Railway President Joel Bedor on their success. "The Cog Railway is truly an historic relic that requires preservation," Swett said. "And I want to thank Joel and Mr. Presby for their dedication to these efforts." State Senator Lamirande said the occasion was very important to her. "This is a very special day," Lamirande said. "It is a momentous occasion for the North Country, and is an example of the momentum and drive needed to succeed. I congratulate Joel and Cathy on their contribution to the North Country, through their successes with the Mount Washington Hotel and the Cog Railway." Railway President Joel Bedor also spoke to the group acknowledging the contributions of the many individuals involved in keeping the Cog Railway running over the years. Bedor thanked former employees for their dedication, as well as former owners and managers of the railway including the late Henry Teague. Bedor mentioned that Teague stepped in and took over the B&M Rail-line that ran from Fabyan's Station to the Cog base area by securing a $100,000 loan in 1939. *(Ed note: not really – see Vol. 1)* Teague also built a new base station building at that time. He also added cabins for overnight visitors. *(Ed note: first cabins were built in 1925 six years before Teague took over. He did more cabins)*. After Henry Teague, Arthur Teague, a distant relative who had worked his way up through the company took over. It was Arthur Teague, according to Bedor, who put in the switches on the mountain that enabled the railway to carry more passengers on the mountain, by allowing more than one train on the tracks at a time. *(Ed note: multiple trains ran on the tracks from the beginning, however they all moved in same direction – downbound trains could not pass those ascending.)* After her husband's death, Ellen Teague kept the railroad going until she sold the business in 1983. In 1986 Bedor and Presby purchased the railway from their former partners *(Loxley Ness & John Rolli)*,

continuing to upgrade and renovate the facilities. Mrs. Teague, along with direct descendants of Sylvester Marsh; Hildreth Aiken Brown, Richard Joslin, Constance Joslin Brown and Ralph Joslin were all present at the ceremonies. The Joslins are all Marsh's great-great-grandchildren. Festivities continued throughout the day, with a gala banquet *(lright)* and fireworks display held at the Mount Washington Hotel."

- Littleton Courier – Wed, Jun 22, 1994 pg. 6A & 7A



July 13th

An Eagle Recalls the 1944 Monetary Conference: For former Eagle Scout, Stuart Shaines, the Monetary Conference (at Bretton Woods) brought back fond memories. "I remember we were picked up at a railroad station in Vermont, and being transported by bus to the hotel," Shaines said. "We had to stop at the hotel gate where there were guards posted. It was all pretty exciting." Shaines, who has lived in Portsmouth, N.H. all his life, and is a former mayor, was 15 years old at the time, and was working in his father's store when he received the call from the Daniel Webster Council, BSA. "They were looking for Boy Scouts to act as couriers and pages during the conference, preferably Eagle Scouts. Fortunately, I was one, and they chose me and friend of mine to represent the seacoast area," Shaines said. A total of 16 Boy Scouts representing various regions of the state were sent to the hotel where they acted as messengers at the conference. Along with ushering duties they moved and set up chairs and flags and delivered office supplies and mail. Although Shaines and his fellow Boy Scouts were kept busy, there was time off for play. During their stay, the group was able to hike to the top of Mount Washington, where one afternoon they go caught I a rainstorm, and had to find their way down the mountain by walking down the tracks of the Cog railway. Shaines also remembers one night near the end of the conference when some of the secretaries invited him and some of the older boys out to dinner. "It was quite a thrill to have these 'older' ladies who were in their early twenties take us out for dinner," Shaines said. "I do remember we got in big trouble when we returned, and were told we could not do something like that again."

- Littleton Courier – Wed, Jul 13, 1994 pg. 1 & 12

August 3rd

Ellen's Third Book: Mountain Musings: Ellen Crawford Teague has turned literary talents to third book that bears her name as author. A resident of Whitefield, she is remembered for long association with the Mt. Washington Cog Railway and her first published work of note was titled *I Conquered My Mountain*, an autobiographical record of her life with Co. Arthur Teague and their family, a memorable story that was actually double biography – of the famous Cog and of the eight Teagues who worked together to preserve one of America's oldest railroads and a priceless heritage. Ellen's next literary effort recorded the life of her close friend, Alexander Hamilton, a direct descendant of that historic figure so closely identified with the very earliest days of the United States. Now she has produced the *Tillman Genealogy with South Carolina and Virginia* roots, the story of the Revolutionary War Ancestors of Col. Arthur Simpson Teague who she married in 1942 and who died Aug. 4, 1967 at Mt. Washington. It is further tribute by Ellen to Arthur, a native Edgefield, SC. The little volume records how Edgefield, on the Savannah River midway between the mountains and the sea, had been settled by pre-Revolutionary migrants from Virginia, various branches of the family stemming from an Englishman named Christopher Tilghman or Tillman, who established himself in Virginia at the early date of 1688. Ellen's *I Conquered My Mountain* chronicled memoirs of her own times, including the 44 years of working at the Cog Railway. We like to recall how Art Teague (later to become a decorated colonel) was picked up in 1931 while a hitchhiking college student by Col. Henry Teague (no relation) and offered a job working at the Cog, of which he later became manager and finally owner following Col. Henry Teague's death. We are reminded of the role played by the Mt. Washington Cog Railway as a leading White Mountains attraction throughout its 125-year history whenever we glance at a 4x3-foot framed photo on the wall of our Kentucky living room that shows the

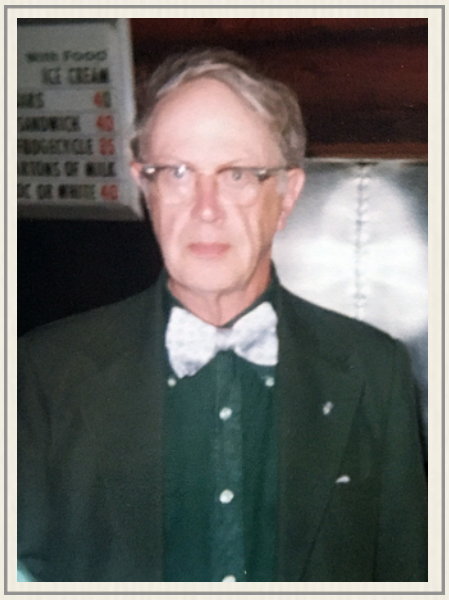
unique little engine puffing white smoke as it pushes a passenger car above the tree line en route to the "Top of New England."

- Littleton Courier – Wed, Aug 3, 1994 pg. 15

August 4th

Planning Public Transit: "North Country Council, New Hampshire's northernmost regional planning agency, will be hosting a regional public transportation planning forum on Thursday, Aug. 4 at 7 p.m. at the new Cog Railway Base Station in Bretton Woods. The forum is open to all North Country citizens and will focus on the New Hampshire Dept. of Transportation's efforts to design a comprehensive 2-year, long-range transportation plan which will reflect great changes I the transportation network of the near future. Personnel from NCC and NH DOT will present a program aimed at eliciting public input on the direction (the State) should take to reduce automobile dependency and create a more flexible, intermodal and environmentally sound transportation plan for the state."

- Littleton Courier – Wed, Aug 3, 1994 pg. 2B



Rev. Alexander Hamilton V
- Bencosky-Desjardins Collection

August 12th

Ellen Teague's longtime companion dies: The obituary for the "priest, rail buff, historian" reads "the Rev. Alexander V. Hamilton V, 79, died Friday at his residence, 670 Parker Road, *(Whitefield, N.H.)* after a sudden illness. Mr. Hamilton was born in Great Barrington, Mass., son of the Rev. Alexander and Mary Spur Hamilton IV. A direct descendent of the first U.S. Treasury secretary, Mr. Hamilton grew up in Norwalk, Conn., where he attended grade school. He graduated from the South Kent (Conn.) School then attended Trinity College and the Nashotah (Wis.) Theological Seminary. He was ordained an Episcopal priest in Milwaukee, and earned a political science degree at Brown University. The Rev. Hamilton was interested in ancestral societies, among them the New York Society of the Order of the Cincinnati, Sons of the American Revolution, the Mayflower and Hugenot societies, and the Society of Colonial Wars. He also was a Mason at Littleton, N.H and Kennebunkport, Maine, the Order of the Eastern Star, the York County (Maine) Shrine Club, the Kora Temple Shrine in Lewiston, Maine, and the Elks and Civil Air Patrol. A rail buff, he served as national president of the Railroad Enthusiasts, Inc., and as both president and chairman of the board of the New England Electric Railway Historical Society, Inc., the 'holding company' of the Seashore Trolley Museum in Kennebunkport. He has worked with this trolley museum from its earliest days in the 1930s. He retired in 1979 and kept active with his societies and served various churches. He has spent a quarter of his time at his home in Kennebunkport, and the rest residing in Whitefield. He was a longtime companion of Ellen Crawford Teague of Whitefield." As this timeline is being crafted in 2016, a Broadway play, *Hamilton* based on the Reverend's forebear, is enjoying great success in New York.

October 14th

Mt. Washington Hiker Found: "Just hours after a team of rescuers brought two rock climbers safely down off Cannon Mountain after they were caught in a rock avalanche, rescue teams were called out Friday *(10/14)* night to search for a lost hiker on Mount Washington. Lt. Jeff Gray of New Hampshire Fish & Game said Mark Glasser, 48, of Santa Monica, CA, was reported overdue from his hike to the top of the 6,288-foot peak at around 7 p.m. Friday. The hiker, lost in the darkened woods and suffering from hypothermia was found by rescuers at midnight less than a mile from the Cog Railway base station. Gray said Glasser started up the mountain at around 10 a.m. with his wife and they reached the top at around 2 p.m. Exhausted from



Ellen's Cog Reunion: *"Next Generation" Coggers gather in October 1994 at Lovett's in Sugar Hill, N.H. to reminisce. Back Row (L-R): Gene Mason, Bonnie & Ken Randall, Andre Desjardin, historian Donald Bray, & John Mason. Front Row (L-R): Ruth Mason, hostess Ellen Teague, Faith Bencosky Desjardin, Marie & Karl Emde*
- Randall Family Collection



All aboard

Seventh grade students from Daisy Bronson Middle School of Littleton prepare to board a Cog Railway passenger car last Friday morning at Marshfield Station. The seventh graders took the historic railway to the summit of Mount Washington, and despite foggy conditions at the top, enjoyed a visit to the top of the northeast's highest mountain.

(Photo by Mike Dickerman)

- Littleton Courier - Wed, Oct 26, 1994 pg. 14A

parking lot a half mile from the Cog Railway and the start of the Jewell Trail. Gray said Glasser was poorly equipped for a fall hike up Mt. Washington, with little in the way of spare clothing. He also carried no light or matches."

- Littleton Courier – Wed, Oct 19, 1994 pg. 1 & 15

the climb, Glasser's wife opted to ride down the mountain via car, while he chose to descend on foot via the Jewell Train, which leads to the Cog Railway's base station. When Glasser failed to show at the mountain's western base by 7 – an hour later than expected – his wife notified Fish & Game, which then organized a search team which included conservation officers and members of the Androscoggin Valley Search and Rescue organization. Gray said Glasser was overtaken by darkness during his descent, then lost his way on the trail, eventually stumbling into a brook. He was found near the trail connecting the U.S. Forest Service



- Littleton Courier - Wed, Nov 30, 1994 pg. 5





Party Train: *Night train bound for cookout and volley ball at the Summit Party with Auto Rd, Mt. Washington Obs & State Of NH summit employees."* ***Stephanie Cottrell:*** *"One of my favorite memories of being at the cog"* ***Jon Sykes:*** *"I'll betcha I was designated driver that night. I was one of the only non drinkers back then. I'\'m not saying I wasn't partying, just didn't drink for a while back then. I drink now. Helps with the aching body."* ***Allen Haggett:*** *"Jon - Pat Hurley & I ran it up, You brought us safely down..."* ***Sykes:*** *"Allen - good memory."* ***Haggett:*** *"Gathering the crew at the summit was a chore to get them back on the train for the ride down.."* ***Michael Thompson:*** *"That was soooooo much fun."* ***Chris Lemieux:*** *"Loved taking the trip at night."* ***Robert Cal Callahan:*** *"We spent the night at the hotel in 73'."* ***Tommy Bonnet:*** *"Cal - the summit folks were kind enough to let my fiancée and I spend the night in the tip top house once. Once was enough."* ***Marc Roberts:*** *"Such a fun night with the best people.."* ***Thomas Lane:*** *"Oh the stories i've heard about the Party Trains!."* ***Bonnet:*** *"Cleaning the coach the next morning was awful lol" (1994)*

- Allen Haggett Collection



1995

January 4th

Mt. Wash Phase 2: "The second phase of a total of over $2.5 million in renovations that began in 1991 have been underway over the winter months at the Mount Washington Hotel. Ever since the hotel closed for the season in late October, work crews have been busy replacing plumbing and electrical fixtures, upgrading bathrooms, as well as stripping and renovating approximately 75 rooms off the main section of the hotel. According to Marketing Director Cathy Bedor the renovation also include completely re-doing any of the bathrooms that need upgrading in the hotel. Last year 18 rooms were completely renovated with new furniture, light fixtures, carpeting and plumbing. "This allowed us to open 18 new rooms last year bringing the total of rooms available to guest to 198," Bedor said. Before the second phase of the project is completed 17 workers will put in over 14, 000 hours, said maintenance and grounds Supervisor Norman Pelletier. In addition to the room renovations, during the fall maintenance crews completely re-roofed the hotel veranda, and repainted all of the hotel roofs in the bright red color the hotel is famous for. Work was also done on several pillars on the veranda's west side. With exterior stucco work completed on the front of the hotel work crews will now be tackling the back side of the building. According to Bedor, since the hotel was purchased in 1991 the entire renovation has been primarily supported by cash flow from the hotel and resort. A group of local investors purchased the hotel in June 1991 at an FDIC auction. The MWH Hotel Preservation partnership was formed with local businessman Joel Bedor as President and local partner Robert Clement as General Manager. Other partners included: Sugar Hill Contractor William Presby, Atty. Wayne Presby and Littleton's John and Jerry Eames. "We run a tight ship," said Cathy Bedor, "Joel oversees the renovations, and we work hard to keep the costs down in all departments." Two excellent summers for business have enabled the group to utilize the cash flow by putting it back into the hotel. "It has taken a lot of hard work from everyone including both management and especially our dedicated employees," Bedor said."

- Littleton Courier – Wed, Jan 4, 1995 pg. 7A



- Littleton Courier - Wed, Jan 4, 1995 pg. 10A

January 18th

Shrouded Memories: "When one thinks of the White Mountain region's rich history, no doubt names like Darby Field, Ethan Allen Crawford and the ill-fated Willey family of Crawford Notch come quickly to

mind. The stories surrounding these legendary figures have been chronicled time and again over the years in books too numerous to count. Former Lin-Wood High School teacher Floyd W. Ramsey of Littleton, a lifelong resident of the region, is the latest author to offer up a serving of White Mountain history. But, unlike the authors of many previous local history books, Ramsey's collection of tales from the region's past chronicles more than just the most famous personalities and incidents. *Shrouded Memories: True Stories from the White Mountains of New Hampshire*, is an anthology of 20 short stories and tales guaranteed to amuse, inform and mystify readers about White Mountain personalities and events from yesteryear. Ransey, 63, researched and wrote all his stories over the last decade after his 20-year teaching career was cut short by a heart ailment. While *Shrouded Memories* does include newer versions of some of the region's most oft told tales – like that of the Willey clan, which perished in the great Crawford Notch landslide of 1826 – the book delves into many other historical incidents and personalities, many of which area residents will probably find unfamiliar. There are several interesting biographical pieces, like the one on late 19th and early 20th century lumber baron James Everell (J.E.) Henry, and stories on a number of area crimes and mysteries, like the so-called 1959 murder at the Cog Railway *(Ed note: Gilbert Gonyer case)* and the unsolved Bugbee-Towne Lancaster poisonings of 1881. In an interview with *The Courier* two weeks ago, the Lincoln native said he first began delving into historical incidents of the region in 1983, when he started work on a story about the last person to be publicly hanged in Grafton County – convicted killer Samuel Mills."

- Littleton Courier – Wed, Jan 18, 1995 pg. 8

February 2nd

Fly-in Tourists?: "Members of the WEDC (Whitefield Economic Development Corporation) continued to discuss their concerns regarding the Mt. Washington Regional Airport Master Plan during their meeting, Feb. 2, as well as hearing from an Aviation Marketing Consultant regarding various marketing facets for the airport. Greg Franklin, an aviation marketing consultant… who grew up in NH is a pilot who worked in marketing aviation for a firm in St. Louis, MO. While working for that firm he spent several years traveling all over the country. Franklin told the group he gelt he could provide a "broader sense" of what the aviation marketplace is like across the country. He mentioned there are around 200,000 aircraft nationwide. Ninety percent are piston aircraft with another 2 percent that are turbo-pro. "This means with your existing facility (3500 ft. runway), you can accommodate 90 percent of the market." Franklin praised the location of the airport saying" "you're in a wonderful area, people are always looking for a place to take their airplane, always looking for a place to go. In New England, New York and PA, there are around 15, 000 aircraft you can draw on. Pilots like to hunt, like to fish, play golf, etc, you have a perfect area for this." Earlier in the evening… Franklin had met with Dick Hamilton of White Mountains Attractions and Joel Bedor of the Mt. Washington Hotel and Cog Railway, and they were very interested in what Franklin had to say. "The idea of creating tourism packages and marketing to pilots was something they (Dick and Joel) had never thought of much before," Sam Chase said. "But they were excited about the idea."

- Littleton Courier – Wed, Feb 15, 1995 pg. 1 & 6



- Littleton Courier - Wed, Mar 8, 1995 pg. 10A

March 1st

Tree of Life: "Mountain Musings: We were reminded of the heroic record of the late Col. Arthur Teague of Mt. Washington Cog Railway fame, when we received a copy of Teague Genealogy, My Tree of Life by Art's wife, Ellen Crawford Teague of Whitefield. A photo shows famed British military figure, field Marshal Montgomery, presenting to Art the second highest British award, the Distinguished Service Order, in 1945. Col. Teague, who died in Aug. 1967, brought leadership qualifies demonstrated in his military service to "The Cog," where he was to succeed Col. Henry Teague to helm of running one of the most unique businesses in the world, the Mt. Washington Cog Railroad – which opened in 1869 after years of dogged effort by a Littleton man and former Chicago meat-packer, Sylvester Marsh.

- Littleton Courier – Wed, Mar 1, 1995 pg. 5

1995

March 22nd

Snow Cop: "The Twin Mountain area has always been well known as a year-round vacation mecca and, according to Carroll Police Chief John Gardiner, this winter has been no exception. Skiers and snowmobilers have flocked to the surrounding ski slopes and trails located in the town and at nearby Bretton Woods, all situated in the town of Carroll. Beginning in January, Gardiner said his department had received several complaints about snowmobilers driving on the roads, including Rt. 302, speeding and trespassing on private property. Gardiner said the law enforcement problem with the snowmobilers began to get out of hand. "so, we decided to see if we could do something about it." Gardiner was able to receive the loan of snowmobile from NH Fish & Game Officer and Safety instructor Paul Ingersoll, Sr., of Erroll Ingersoll's son Paul Jr., works as a special officer for the Carroll police department as well as full time for Whitefield. An avid snowmobiler, Paul Ingersoll, Jr., volunteered to patrol the snowmobile trains on busy weekends for the department. On the days that Ingersoll was out patrolling the trails the incidents of complaints dropped to almost zero. On a recent outing, near the Cog Railway Base road, Ingersoll, said he was enjoying the extra duty. "I am not really here to be tough on anyone, just to make people think about what they are doing," Ingersoll said. "I like to snowmobile, and it sure offers some variety to my job."

- Littleton Courier – Wed, Mar 22, 1995 pg. 12



- Littleton Courier - Wed, Mar 27 & Apr 3, 1995 pg. 9A

April 29th

No. 10 Boiler Needs Work:: "The certification to operate *(the No. 10 Col. Teague with the 1958 Dillon boiler)* should be suspended till repairs have been made by a repair shop with a "R" stamp and have a procedure to make this repair." The Hartford Steam Boiler Inspection and Insurance Co. report found "Erosion of bottom of tube sheet on the internal side at six o'clock has cause two cracks about two and a half inches long also pin holes to the right of the cracks. The cracks are below the bottom row of tubes and just above the knuckle."

- Mt. Washington Cog Railway files

May 24th

Bretton Woods Preservation:: "From the quarter-mile long wrap-around veranda on the back side of the historic Mount Washington Hotel, thousands of hotel guests have marveled at the sight of the hotel's namesake peak just a few miles distant to the east. Looking out over the resort's championship 18-hole golf course, one sees not just the mountain, with deep Ammonoosuc Ravine carved out of its flanks and the track of the Cog Railway scaling its way up the mountain western face. There is also a vast tract of heavily wooded terrain, separating the resort property form the base of the Presidential Range peaks. These woods, explored by few but seen by many over the years, are an essential part of Bretton Woods' scenic splendor, and efforts to permanently protect nearly 500 acres of this wooded tract have begun in earnest in 1995. The Trust for Public Land (TPL), a national non-profit conservation organization with a long history of helping to secure sensitive land areas for public acquisition, recently obtained an option to buy 483 acres of land behind the hotel and along the base road to the Cog Railway. TPL Hopes to buy the land from its owner, Granite State Phoenix Corp., then sell it to the U.S. Forest Service for inclusion in the White Mountain National Forest. The large, wooded parcel, with an estimated value of $3 million, has been identified as the forest Service's number one acquisition property in the white Mountains. The acreage sought by TPL borders the Cog Railway Base Road up to and little ways past the Upper Falls of the Ammonoosuc River. The one major roadblock which threatens to prevent the sale from going through is Congressional appropriation of funds for purchase by the Forest Service."

- Littleton Courier – Wed, May 24, 1995 pg. 6A



June 9th

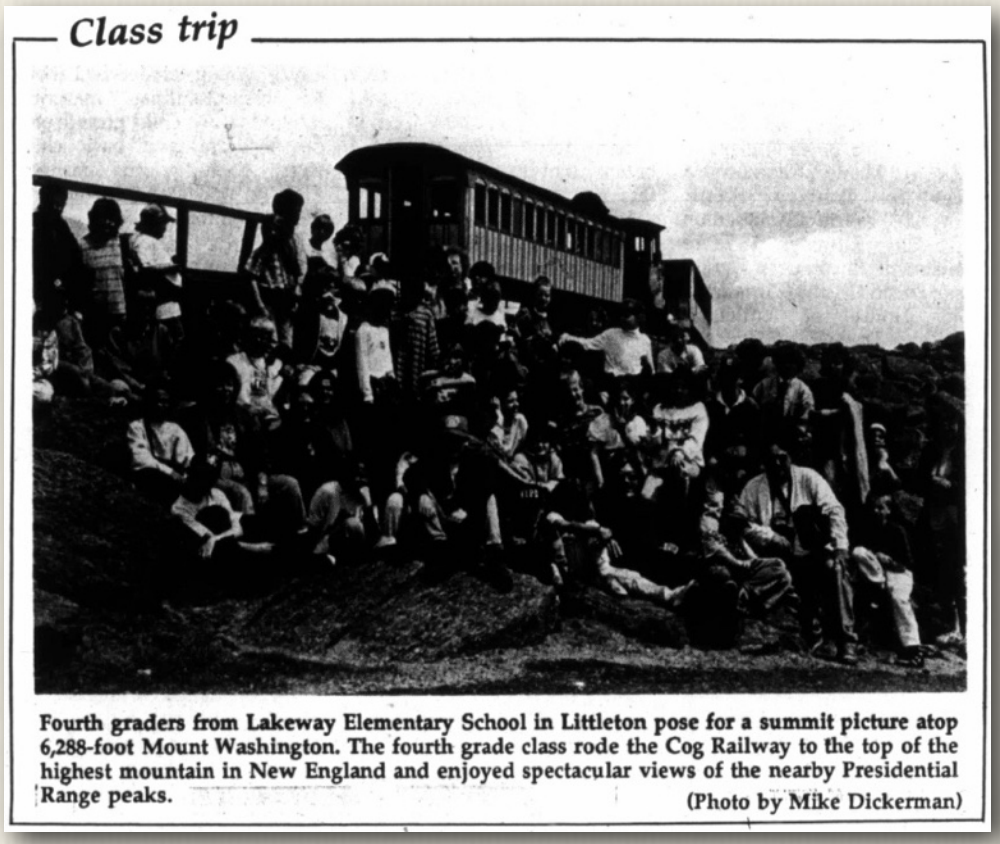
U.S. Postal Service dedicates 20-cent stamp featuring Mount Washington Cog engine. The engine featured is the *Cloud* built by Walter Aiken. Stamp Columnist Richard Carr writes in the Fort Lauderdale, Florida Sun Sentinel: "The U.S.

Postal Service's largest definitive stamp series ever - "Transportation" ended on June 9, when the agency issued in Dallas a green 20-cent stamp picturing an 1870s cog railway engine. The series covered 51 different transportation subjects (not counting variations and reprints) since an 18-cent coil stamp picturing an 1890s surrey was released on May 18, 1981. For large-scale postal-card users the cog-railway stamp will be sold in rolls of 100, 500, and 3,000. For first-day cancellation collectors: Cards bearing the cog-railway stamps should be mailed by July 9 to: "Cog-Railway Stamps," Postmaster, 401 DFW Turnpike, Dallas, Texas 75260-9991."

- South Florida Sun Sentinel - Sun, Jul 2, 1995 pg. 70 / http://www.cog-railway.com/03timeline.htm

June 10th

Cog Stamp Dedication: "The United States Postal Service and the Mount Washington Cog Railway will host a special dedication ceremony, Saturday, June 10, at 11 a.m., to unveil the new "Cog Railway Stamp." The event is open to the public and will take place at the base of the Mount Washington Cog Railway. The stamp is a part of the Postal Service's transportation series. The image on the stamp depicts the "Cloud," one of Mount Washington's original steam engines. The stamp is a 20 cent denomination and will be issued in rolls for use on postcards. Among the festivities at the ceremony is the issuance of a special pictorial cancellation created in honor of this event. The Cog Railway Stamp will be available to the pub-



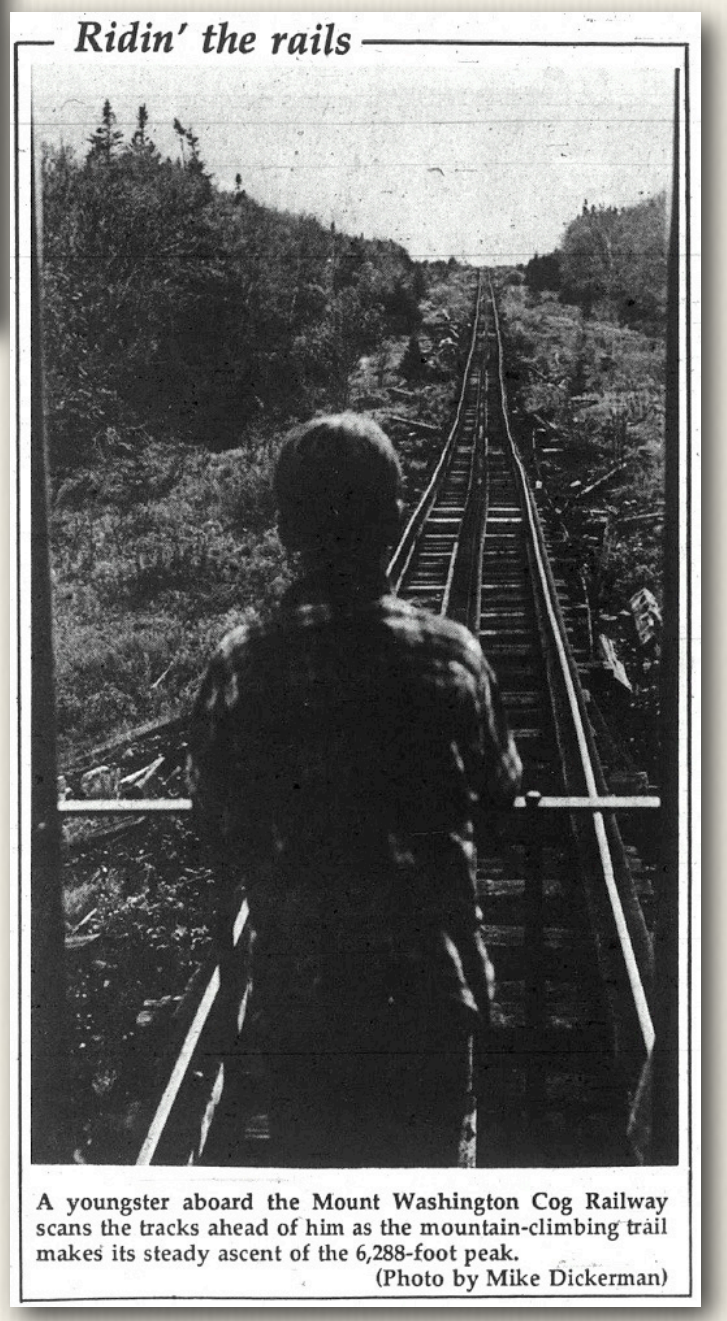
Class trip

Fourth graders from Lakeway Elementary School in Littleton pose for a summit picture atop 6,288-foot Mount Washington. The fourth grade class rode the Cog Railway to the top of the highest mountain in New England and enjoyed spectacular views of the nearby Presidential Range peaks. (Photo by Mike Dickerman)

- Littleton Courier - Wed, Jun 21, 1995 pg. 4B

lic at the postal station at Mount Washington and is the only place in the nation where the special cancellation can be received. All who attend the actual dedication ceremony will also receive a special souvenir program with the stamp and cancellation affixed. The program depicts a cog engine pushing its car up the side of Mount Washington with the White Mountains in the background. The ceremony will include the awarding of prizes to seven school children who will be the winners of a statewide stamp design coloring contest. The Cog Railway will feature a special one-half price fare for all visitors on that day. Guest speakers at the ceremony will include Joseph McQuaid, Editor-in-Chief of the Union Leader. McQuaid will talk about his experiences as a past engineer on the Cog. Also featured are: Wayne W. Presby, president Mount Washington Railway Co.; Donald Bray author and Cog Railway historian; Nancy L. George, vice president, Northeast Area Operations, U.S. Postal Service and Winifred Giroux, N.H. District Manager, U.S. Postal Service."

- Littleton Courier – Wed, May 24, 1995 pg. 8



Ridin' the rails

A youngster aboard the Mount Washington Cog Railway scans the tracks ahead of him as the mountain-climbing trail makes its steady ascent of the 6,288-foot peak. (Photo by Mike Dickerman)

- Littleton Courier - Wed, Jul 6, 1995 pg. 3B

1995

July 27th

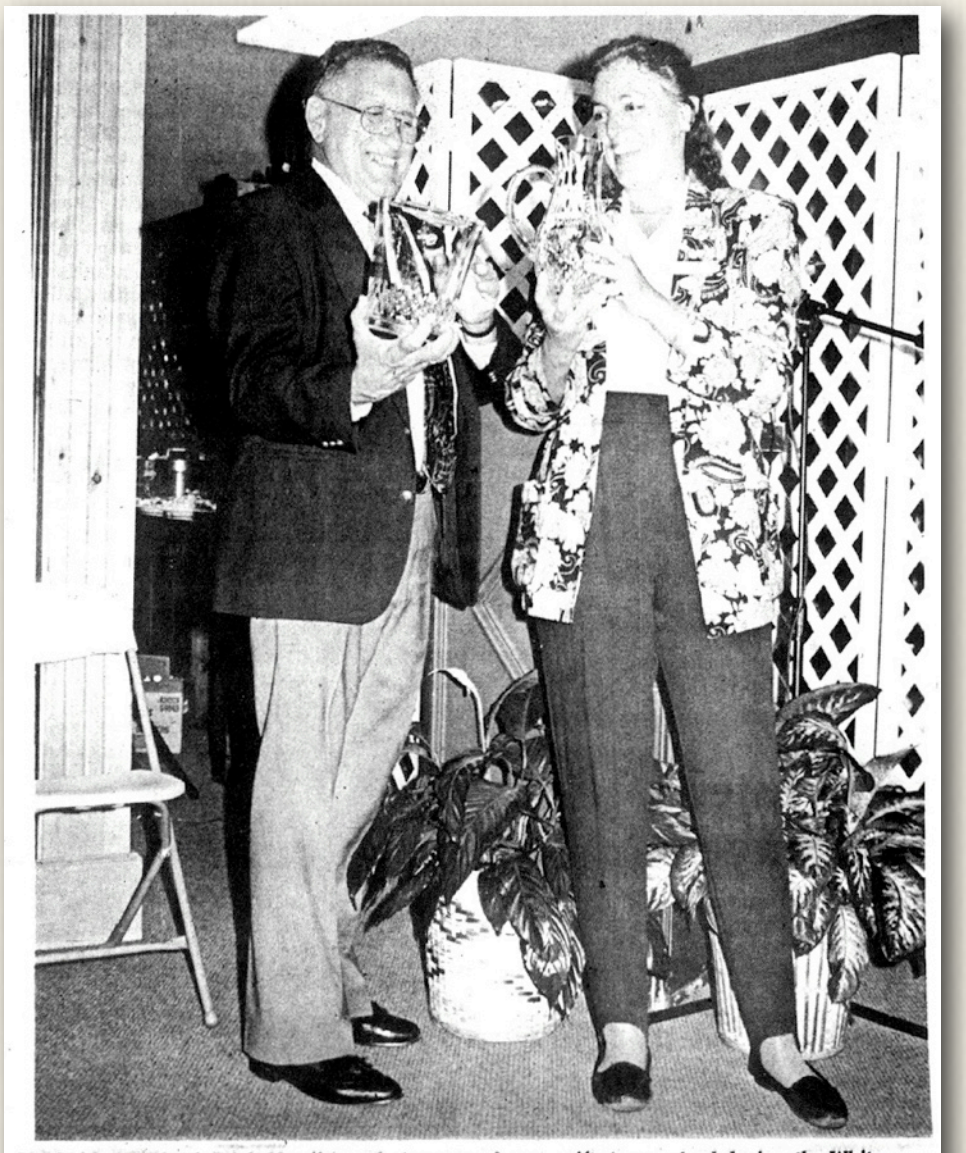
Senate Approves Land Deal Dollars: "The proposed addition of a sensitive 480-acre tract to the White Mountain National Forest moved a step closer to reality last week. The Senate Interior Appropriations Committee last Wednesday *(7/27)* voted to appropriate $2 million toward the purchase of the land, which sits between the historic Mount Washington Hotel at Bretton Woods and the western base of Mount Washington. U.S. Sen. Judd Gregg confirmed the Senate action Friday. Gregg said Sen. Slade Gordon, a Republican from Washington, included funding for the land deal at Gregg's request. Gregg is a member of the Senate Appropriations Committee, which will vote on the Interior Appropriations Bill this week."

- Littleton Courier – Wed, Aug 2, 1995 pg. 1

September 7th

Tourist Association at the Base: "The White Mountains Attractions Association will hold its annual reception and dinner at the new Base Station of the Mt. Washington Cog Railroad off Route 302 in Bretton Woods Thursday, Sept. 7 at 6. "We're continuing a tradition that goes back over 20 years, " said WMAA President Dick Hamilton, "where we have met right after Labor Day at one of our member attractions to sort of celebrate the season, get better acquainted with each other and look ahead to another season and another year. Cog Railway Marketing Director and WMAA board chair, Cathy Bedor, said "We hope that our members and friends will set aside Sept. 7 to be with us at the Cog. Special trains at special rates will be run to the summit of Mt. Washington and noon and 3 p.m. There will be a reception from 6-6:30 and buffet dinner following. We promise that there will be no long speeches just five minutes of introductions, she said. "It's an ideal time to unwind after a long successful summer and to exchange stories and ideas."

- Littleton Courier – Wed, Aug 30, 1995 pg. 8



SPECIAL TRIBUTE--Dick Hamilton admires one of many gifts he received during the White Mountain Attractions Association meeting and dinner held in his honor. With Hamilton is the Cog RR and Mount Washington Hotel's Cathy Bedor, who serves as board chair for the attractions organization. (Photo by Bill Flynn)

"Mr. White Mountains" Honored: "Nearly 200 friends, family, members and honored guests gathered at the Cog Railway's Marshfield Station Sept. 7 to honor the man who has been at the forefront of the White Mountains Attractions Association for the past 25 years – Richard (Dick) Hamilton. As the first and only paid president/director the organization has ever had, Hamilton has nurtured the association and helped it grow into an organization that now represents 16 member attractions and some 300 affiliate members across the region. Hamilton attended the meeting Friday evening in his usual role, unaware the "annual meeting" would actually turn into a tribute to his 25 years of service. I sort of knew something was up," Hamilton said. "When I saw a lot of people who I knew would not normally be there."

- Littleton Courier – Wed, Sep 13, 1995 pg. 1

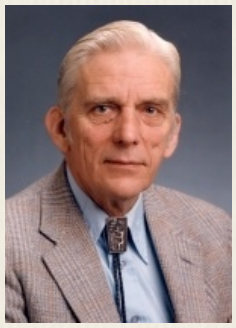
October 4th

Cog Sweatshirt Trio: "Three winners walked away with Cog Railway sweatshirts raffled at the Littleton Post Office in celebration of customer appreciation day. Mary Bellavance of Littleton, Peter McShane of Littleton, and David Moser of Plymouth were the recipients of the sweatshirt picturing a Cog Railway Stamp on the front" *- Littleton Courier – Wed, Oct 4, 1995 pg. 13*

October 19th

Governor Supports Land Deal: "The proposed addition of 480 acres of land to the White Mountain National forest has gained the backing of Gov. Stephen Merrill and the Executive Council. In a unanimous vote last week, the Governor and Council gave their blessing to the planned federal purchase of the land which sits at the wester base of Mount Washington in Crawford's Purchase. The forest land, which is owned by Granite State Phoenix Corporation, borders the Mount Washington Hotel property, the Cog Railway Base Road and the upper reaches of the Ammonoosuc River. It is crisscrossed by a network of trails used year-round by hikers, skiers, mountain bikers and snowmobilers. Last week's vote authorizes the extension of the WMNF boundary to include the 480-acre tract."

- Littleton Courier – Wed, Oct 25, 1995 pg. 1



Charles Drake

November 28th

Aiken Great Grandkid talks Cog Origins: Ron Doel interviews geophysicist Charles Drake at Dartmouth College for the American Institute of Physics. The conversation turns to Drake's great uncle Charles Aiken. "He came from a family, my grandmother's family, who were inventors and machinery makers and they invented a circular knitting machine that would knit stockings. Made a lot of money on that, particularly the needle; the latch type needle that they could automate and knit great swaths of fabric in a short period of time. They made a lot of money at that. They built the engines for the Mt. Washington Railroad. Actually my great-grandfather *(Herrick)* had had the idea for the cog railroad and he rode his horse to the top of Mt. Washington to try to find a good track and then he built a model. Then he forgot about it and a guy named Sylvester Marsh heard about this and he thought it was a great idea and he promoted it. He went to the Boston & Maine Railroad, persuaded them to build a spur up to Crawford Notch. Well then he had business because people would come up on the train and stay at the big hotel there and take the cog railroad to the top. And they built a hotel at the top. And they say my great grandfather *(Charles)* and his brother Walter built the engines for the thing. And Uncle Walter, he was a sharp businessman. He ended up owning the whole thing — the railroad, the hotel at the top and what have you. He squeezed Sylvester Marsh out. When he died in a duck hunting accident down in Maryland, it was bought by a guy who was an old government man. He *(Henry Teague)* got a mortgage from Dartmouth to pay for what he didn't have. He ran it for a while and then he died, and he left the whole thing to Dartmouth. So Dartmouth owned the hotel at the top of Mt. Washington." *(Ed. Note: The genesis story of the Cog Railway remains in dispute between the Aiken and Marsh families. Historians attempting to settle the issue have been unable to find "definitive" proof of the Aiken claims. This issue is discussed elsewhere in the Jitney Years collection - See Roster - Aiken & Marsh entries as well as earlier in the Aggregated Timeline Vol. 3A during the time period when Walter Aiken was managing the railroad.)*

http://www.aip.org/history-programs/niels-bohr-library/oral-histories/22583-1





~ 1995 Skyline Switch Replacement

An actual record of when this particular rebuilding of the Skyline Switch remains elusive. However, the project was significant enough to warrant pictures (taken by Allen Haggett). This particular narrative of the build and collective memory search for the precise season started on May 30, 2021 when retired engineer/track crew supervisor Dave Moody posted a picture on Facebook.

Dave Moody: "I was looking for something on the computer today and came upon this pic *(previous page)*. I believe Allen Haggett took this shot, it must be close to 30 years old. I had everyone's attention with whatever I was measuring. Jumping Johnny Lovell is in it, RIP my friend. *(L-R)* Lenny M., Steve N., me, Jamie P. and Johnny L. Another 5-6 folks were there but not in the pic." ***David Huber:*** "Dave, how long did it take to replace it? And how long did that switch last? Looks like the weather favored you that day." ***Moody:*** "Ripped out the old track completely, including the bents/blocking and built from the ground up. Within 4 days we had started on the siding rack/rail but had to remove major rack components (Y-rack) to go straight mainline for weekend traffic. Started again after the weekend and had everything done for the following weekend. I was very fortunate to have an awesome track crew of dedicated Coggers! That switch lasted until we tore it out because the diesels didn't require a switch at the Skyline location." ***Tommy Bonnet:***



"We used to see how fast we could throw those switches. Greg Grant was pretty fast, but PoPo was the guy to beat. I remember the walkway got shortened a bit when you redid the switch." ***Moody:*** "Blame that on Allen H. and Johnny L. !" ***Bonnet***: "I think Eggy fell off there. But Eggy fell off a lot of places." ***Kelly Rines Eggleston:*** "First off, I think you're mistaken *(about 1991)*. Secondly, how many people do you know that dragged the welder along by hand the entire length of the track? Yes, "Eggy" did." ***Marc Roberts:*** "I started in '93 so my guess (on the year) is 95." ***Moody:*** "Marc, You are probably right, all the track jobs sort of run together into a big blob for me." ***John F. Kurdzoniak:*** "I started in '92 and the existing switch was pretty "old" at that point. It was rebuilt as seen in this pic, some X years after my start.... I'd say mid 1990s. Late 90s @ latest. I remember I got there that year and saw brand new switch and I said to myself 'waaaaaa?' (as in, "what the heck is THIS??") and my expression must have looked like the weird ugly lady, "shocked face" meme." ***Robert Cal Callahan***: "I rebuilt Skyline switch summer of 75, with Travis and Henry. We worked overnight under the lights the shop made for us. Difficult to do while trains were running!" ***Moody:*** "Cal - You were drinking at the bars with us at night in 75!!!" ***Callahan: "***Not that night! Dave, laundry Friday in Littleton, and drinking at the bar across the street, then a tough Saturday morning seven days a week then." ***Moody:*** "Jeremiah's was the name of the bar, salty popcorn and LOUD bands." ***Callahan:*** "At least I didn't have Bud on a rope in the tender behind."



Replacing Stringers on Jacobs: *Track Crew & Work train putting new wood on the Ladder in the Spring (1995)*
- Allen Haggett photo / MWCR: We Worked There FB

April 27th

Mock Rescue Turns Real: "Area rescue crews were kept busy for approximately five hours last Saturday *(4/27)* performing a mock mountain rescue drill on the west side of Mount Washington. In the drill scenario, a commuter airplane crashes into the mountain at approximately 4,000 feet. Rescuers are called in, with the Cog Railway offering its services to transport them to the accident scene, where they evaluate the situation, treat the victims and evacuate them from the scene. At approximately 8:30 a.m. rescuers were toned out to the respond to the accident. Upon arrival at the base of the Cog Railway, emergency service personnel were transported to the scene. Earlier in the morning, approximately 25 volunteers who play victims in the accident were transported to the scene of the simulated plane crash, located near the Cog's Waumbek water tank on the side of the mountain. According to Northern NH State Parks Director Mike Pelchat, several emergency drills are conducted throughout the year, averaging one every found months. At command central, which was set up adjacent to the Cog RR museum in the bottom floor of the base station building, Pelchat and his team remained in constant contact with emergency personnel at the accident scene as well as in contact with area hospitals. Finally, the call they had been waiting for came in. All the injured had been treated and stabilized and were ready for transportation. Each hospital emergency room was contacted and asked how many and which type of injured they could take. Originally, drill organizers planned on continuing the drill, which would have involved transporting the injured to various ambulances and transporting them to area hospitals. However, due to the cold and wet weather at the simulated accident scene, Pelchat and his committee decided to call the drill as soon as everyone arrived at the base by train. Due to the cold weather, a couple of volunteers had begun to become hypothermic. One volunteer accident victim also had to be treated for an asthma attack as well as for the cold."

- Littleton Courier – Wed, May 1, 1996 pg. 1 & 6



TAGGED AND READY TO GO--Volunteer victim, Richard Montgomery, N. Stratford, heads toward the Cog RR base station for a coffee break after spending several hours on the mountain. In the mock rescue drill, Montgomery portrayed the co-pilot who upon the crash was impaled by deer horns as part of his severe--but fake--injuries.
(Photo by Bill Flynn)



THE REAL THING--Emergency rescue personnel come to the aid of a young girl who succumbed to the cold weather in a real rescue sitation during the mock rescue drill held Saturday on Mount Washington. The young volunteer was treated for an asthma attack, as well as a mild case of hypothermia.
(Photo by Bill Flynn)

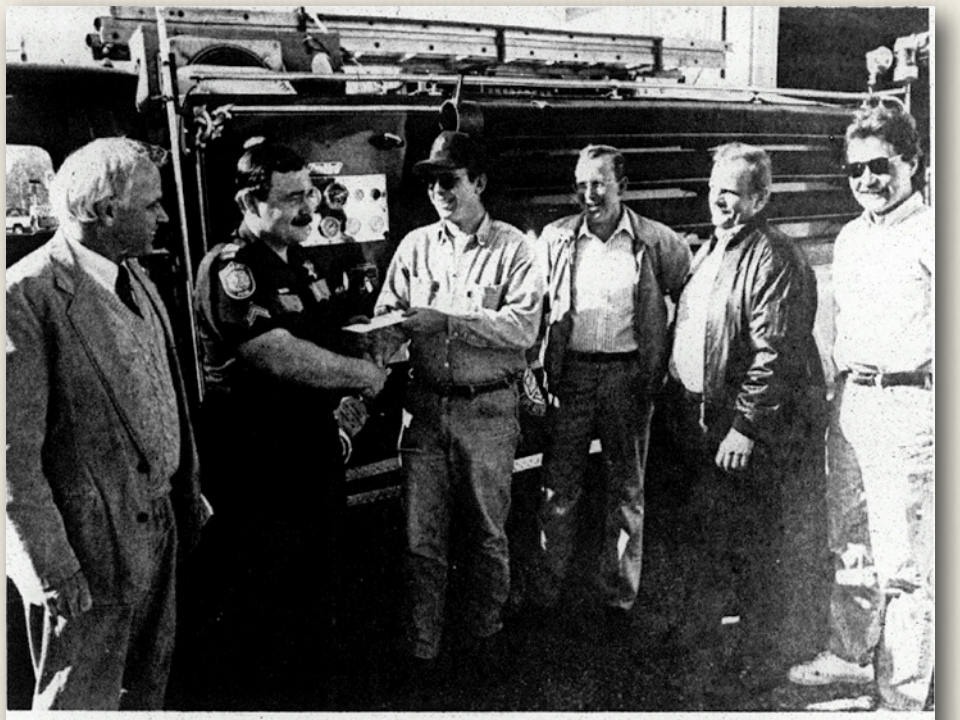
May 4th

Season Starts: "The Mount Washington Cog Railway will begin its 127th season of operation this Saturday, May 4, 1996 when it offers passenger trains service to the summit of 6,288-foot Mt. Washington. Excursions to the summit of the northeast's high peak will be offered on a weekend-only basis until Memorial Day weekend. Trains will depart from the Marshfield Station base area at 11 a.m. and 2 p.m. Hourly train rides will be offered beginning May 25. The Mt. Washington Cog Railway is the only mountain-climbing cog railway that is run entirely by coal-fired steam. One round-trip ride to the summit sees the cog railway engine consume a ton of coal and a thousand gallons of water."

- Littleton Courier – Wed, May 1, 1996 pg. 1 & 6

May 8th

Local Emergency Radios: "Management at the Mount Washington Hotel and Resort have recently kicked off a fundraising campaign to raise $8,500 for a new emergency radio system for the town's fire department. The project is the brainchild of the resort's general manager Robert Clement. The town's board of selectmen met with Clement Aril 8 and approved the project. Clement has received approximately $5,700 in commitments. "The enthusiasm and excitement for the project is apparent," said Clement. "With the busy summer season ahead of us, this is the perfect time to take this important step." Coverage is needed as far east at the Dry River Campground, (east of the Willey House beyond Crawford Notch), as far south as Rte. 141 in Franconia, as well as to the north, and west in Whitefield, Jefferson and Bethlehem. "The new system will enable fire, rescue and police departments to communicate with one another at a ll times from the farthest points of town," said Cpl. William Smalley, communications officer for the Carroll Fire Department. Charlie Kenison, general manager of the Cog Railway has committee his company's support. Prior to taking the general manager's position, Kenison served for 18 years on the Fitzwilliam Fire Department. "We need to be sure that every business and homeowner in town is able to receive the same level of emergency service and communication at all times," Kenison said. "The service will be a benefit to us all."



PASSING THE BUCKS–Mount Washington Hotel General Manager Robert Clement, left, looks on as Cpl. William Smalley receives a check from Twin Mountain Chamber President Mark Clark to help fund the new emergency radio equipment. To the right of Clark is Selectman Bob Harris, chief of the Emergency Medical Services and local businessmen who support the project Charles Kenison, Cog Railway general manager and Jim Drummond of Drummond's Mountain Shop. *(Photo by Bill Flynn)*

- Littleton Courier – Wed, May 8, 1996 pg. 7A

July 10th

Land Deal Premature & Smaller: "Published reports last week announcing the sale of 355 acres of forest land near the Mount Washington Hotel were premature say officials involved in the planned deal. Robert Satter, president of Granite State Phoenix Corporation, confirmed last week that the sale of the property to the non-profit Trust for Public Land has not been completed and probably won't be for several more weeks. TPL project manager David Houghton said Monday confusion over the sale arose when The Trust announced it was going to execute its longstanding option to buy the land. Houghton said some people interpreted that to mean the sale was going to go through last Monday, July 1. TPL has committed itself to buying the property something within the next 60 days. TPL plans to buy approximately 450 acres from Granite State Phoenix for an announced price of $1.9 million. TPL will sell a majority of the land (or 350 acres) to the Forest Service for $1.5 million. The rest of the acreage will be held in trust by TPL until such time as Congress approves additional fund to complete the land buy."

- Littleton Courier – Wed, Jul 10, 1996 pg. 1

July 21st

Wind Wallops Mountain: "If you thought it was windy where you were last Saturday *(7/21)* afternoon, you should have been atop 6,288-foot Mount Washington. Weather observers on the northeast's highest peak survived the windiest July storm ever recorded at the summit. Saturday afternoon's highest gust of 154 miles per hour shattered the previous July mark of 110 mph set back in 1933, the year of the mountain's famous 231 mph world record wind. The average wind speed for the day, say officials from the Mount Washington Observatory, was an incredible 99.6 mph. For several solid hours in the afternoon, the hourly average wind speed actually exceeded the former July wind mark. The new record was established at about 3:30 p.m. Neither the Mt. Washington Auto Road nor the Cog Railway were open for business Saturday. Auto Road general manager Howie Wemyss said crews weren't able to open the road to traffic Sunday until early afternoon as dozens of trees and tree limbs were blown onto the road in the course of the stormy weather."

- Littleton Courier – Wed, Jul 24, 1996 pg. 1

1996

August 29th

Bray Talks Cog: "The legendary Mt. Washington Cog Railway will be the subject of this Thursday *(8/29)* night's weekly program series at Weeks State Park. Railway to the Moon: The Cog RR will be presented by Donald Bray, a historian and author of the 1984 book about the Cog Railway, they said it couldn't be done. A former Cog Railway worker, who first rod the train to Mt. Washington's summit in 1935, has made it his job to collect and preserve the facts and the legends that are linked to the Cog."

- Littleton Courier – Wed, Aug 28, 1996 pg. 2A

September 2nd

Land Deal Moves Forward: "A treasured 432-acre tract of land near the historic Mount Washington Hotel and Resort Property is a step closer to being under federal ownership. Granite State Phoenix Corp, owners of the land situated mainly between the grand hotel itself and the western base of Mount Washington, sold the tract to the nonprofit Trust for Public Land last Wednesday *(9/2)* in Laconia. The Trust in turn will sell the land to the U.S. Forest Service for inclusion in the White Mountain National Forest. The land that was sold last week, much of which borders the Ammonoosuc River, Phoenix Corp president Bob Satter said the Trust for Public Land will likely sell a portion of the property to the U.S. Forest Service sometime later this month. Since Congress has yet to fund the entire amount of the $1.9 million deal, what isn't passed onto the Forest Service this month will likely be sold shortly after more money is approved as part of the FY 1997 federal budget."

- Littleton Courier – Wed, Sep 5, 1996 pg. 1





1997

All ***new 70 passenger coach***, #6 is built at the Cog Shop and put into service. Ridership breaks records.
http://www.cog-railway.com/03timeline.htm

January 20th

A Winter Season?: "The owners of the Cog Railway that runs up New England's tallest mountain say they could extend their season through the winter if the state would plow the road to their base station. The 127-year old tourist attraction starts at the Marshfield Base Station and goes to the top of the mountain. Last year, the Cog operated until Nov. 8, and business in October was almost as good as July, the owners said. "The Cog is the second best-known attraction in the state," said Wayne Presby, one of the owners of the railroad and the neighboring Mount Washington Hotel. "We bring 70,000 people to the summit of Mount Washington. There's an awful lot of interest (in winter excursions)." John Ross, the state Department of Transportation's district chief for the area, however, said the road to the base, would need $1 million in improvements and $60,000 per year in snowplowing money to stay open in winter. "The snowfall is so great there, if it was to be winter maintained it would have to be up-graded," Ross said. There was no winter access – or electricity – to the base station at all until about a decade ago, Presby said. During the warmer months, the station generated electricity from nearby streams, but had to stop when they froze over. In winter, all the railroad cars needing repairs had to be trucked to other locations, then brought back in the spring. When a power line reached the base station in 1986, the railroad owners got permission to plow Mount Clinton Road near the base station so employees could do maintenance work on the cars on site. The old carriage road is not suitable for use by the general public in winter, however."

- Lowell (MA) Sun – Mon, Jan 20, 1997 pg. 9



- Littleton Courier - Wed, Mar 26, 1997 pg. 11A

February 12th

Open Base Road & Snowmobiles: "Twin Mountain Notes: The next meeting of the Twin Mountain Snowmobile Club will be Wednesday, Feb. 12 at the Charlmont. State officials will be present to discuss the Base Road section of corridor II if the road

is open in the winter. This is an important meeting and everyone should attend."

- Littleton Courier – Wed, Jan 29, 1997 pg. 13A

April 17th

Air Marketing on the Taxiway: "The Mount Washington Regional Airport continued to be the highlight of discussion as members of the Whitefield Economic Development Corporation at their meeting last week related the progress of various airport projects. While current airport commissioners, WEDC members and volunteers along with consultant Richard Polonsky of Bethlehem will work on organization and operations issues, a group of three tourism experts, which includes Ted Sutton of Loon, CEO Joel Bedor of the Mt. Washington Hotel and Cog Railway, and White Mountains Attractions Executive Director Dick Hamilton, N. Woodstock, will work on marketing efforts."

- Littleton Courier – Wed, Apr 23, 1997 pg. 3



Railway Operations
Aug 12, 1997
- Robert J. Girouard photo

May 6th

Winter Hangs On: "It's the middle of May and many folks here in the North Country are still wondering when spring is finally going to arrive. Of course, no one is wondering that more than the weather observers atop 6,288-foot Mount Washington, who have witnessed more winter-like weather of late than they'd probably care to see. Already this month, less than two weeks into May, the mountain has received 36 inches of snow, including more than two feet which fell last Tuesday *(5/6)* and Wednesday. The record May snowfall total on the mountain is 52 and a half inches, set in 1967, said Observer Eric Pinder. "The way things have been going though, we have a shot a breaking that mark this month." *(Ed note: they handily broke the record by more than 40 inches. May 1997 saw 95.2 inches fall on the Summit)*. The spring snowstorms have done nothing to make the jobs easier for those who work on the mountain. The Cog Railway has run into weather-related problems. Currently open on a weekend only basis, the Cog has been attempting to run trains up the mountain, but the weather's been so poor that it's hardly been worth the effort. "It's been a pretty dismal start for us, put it that way," said Cog spokesperson Pat Gauld. The snow has prevented the train from reaching the summit. In fact, they've had problems getting even to Jacob's Ladder, the steepest section of the railroad line, on account of high winds and drifting snow across the tracks. With any luck, the Cog will begin running trains to the summit by Memorial Day weekend. That's when the trains begin running on a daily basis, said Gauld."

- Littleton Courier – Wed, May 14, 1997 pg. 1A & 3A

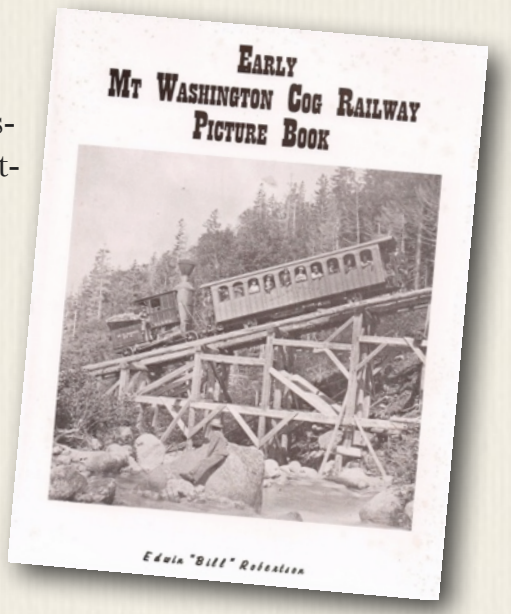
September 9th

A Hotel, A Ski Area & A Railroad: "The owners and partners of the Mount Washington Hotel and resort realized their dream of owning a fully integrated four-season resort yesterday by finalizing the purchase of the Bretton Woods Ski Area from President/General Manager Herb Boynton and the Bretton Woods Ski Area Limited Partnership. Acquisition of the ski area was announced during a Sept 9 press conference at the Mount

Washington Hotel by Wayne Presby, chair of the Mountain Properties Preservation Corporation Board, which operates the resort. The MPPC is made up of four northern New Hampshire families; the Presby, Bedor and Eames families of Littleton and the Clement family of Bretton Woods. The group of local businessmen operate the Mount Washington Hotel properties as well as the Mount Washington Cog Railway. Key in overseeing management of the resort are Wayne Presby, Joe and Cathy Bedor, John and Jere Eames, and Robert Clement. A group of limited partners Mount Washington Hotel Preservation Limited Partnership was also involved in the purchase of the ski area. "It has been a long-term dream of our company to have a fully integrated resort at Bretton Woods," Presby said. "Today's acquisition is the culmination of that pursuit." Referring to hotel properties, the cog railway, and the ski area, Presby said, "The options afforded by such a diversified group of tourism enterprises are exciting. Out common goal is ultimate customer satisfaction and service, and we are confident that our staff of over 500 dedicated employees is ready to meet this challenge. Presby would not disclose the final purchase price of the ski area, citing a confidentiality agreement between the partnership and selling parties. Presby and Bedor acquired the Mount Washington Cog Railway in 1983. Since purchasing the property, ridership at the railway has increased from 25,000 to 70,000. Prior to 1988, Bretton Woods was under a single resort ownership. In 1988 the property was sold to real estate developer Robert Satter who sold and subdivided the properties, with Boynton and a small group of partners purchasing the ski area, along with another group of Massachusetts businessmen purchasing the hotel properties. While the ski area remained strong as its own entity, economic problems in 1990 soon caused the FDIC to step in to operate the hotel and resort properties. In 1991, the MWH Limited Partnership was formed by the four families, and along with the help f local investors purchased the Mount Washington Hotel at auction. In 1993, the group acquired the Mount Washington Golf Course. In the spring of 1997, the MPPC continued its efforts to reunite the resort by purchasing the Bretton Woods Real Estate properties and the Bretton Woods Sports Club, leaving the purchase of the ski area and cross-country areas as the final step in uniting the resort. Herb Boynton said the decision to sell the rea was based mostly upon the fact that he felt it was time to retire from the ski area he has managed for nearly 18 years. "It's an exciting time in the history of Bretton Woods. Merging the strengths of the ski area and the hotel opens the door to many new opportunities," Boynton said. The 730-acre ski area includes 32 trails, 5 lifts, a mountain-top restaurant and expansive base area facilities. The cross-country area has 100km ski trail network, along with a full-service ski center including rentals, retail and a snack-bar area. According to Joel Bedor the acquisition of the resort will cause the partners to take a hard look at the possibility of upgrading the facilities at the hotel so it could be open on a year-bound basis. Key factors in the decision will be the costs and feasibility of upgrades in the heating and winterization of the structure, which was original built only for seasonal use."

- Littleton Courier – Wed, Sep 10, 1997 pg. 1 & 16

October 1st



Cog Railway Picture Book: "Westbrook, Maine railroad buff Edwin "Bill" Robertson is probably best known in this area for his photo books detailing the history of train operations in Crawford Notch. Earlier this summer, however, Robertson published a book chronicling the history of another famous White Mountain train line, that being the Mt. Washington Cog Railway. Robertson's *Early Mt. Washington Cog Railway Picture Book* follows the author's familiar railroad book format, with page and page featuring vintage photographs of the mountain-climbing railroad. As he explains in his introduction, most of the images are culled from his personal collection of century-old stereoscopic cars. The majority of the photographs in this 68-page, 8.5" by 11" format book shows the Cog Railway operating in its infant days. Several photos show work trains apparently headed up the mountain to continue construction of the railroad some 130 years ago. Others show jam-packed passenger cars being pushed up the mountain by some of the Cog's earliest wood-burning engines. Although the book is not intended to be a true "history" of the Cog, certainly much of what appears in the book serves that purpose quite well. Robertson's photo captions are extremely informative, and more often than not reveal more about the photographs than the average reader would ever notice. Among the more interesting images are those of the cog railway "slideboards," who are shown coming down the steep railroad grade on the miniature sleds used by them to return to the Cog's base station after a day working on the tracks high up on the mountain. As was often the case with many of the early photos of the Cog, one of the slideboard photos was obviously taken at a greatly

exaggerated angle, making it appear as though the rider was sliding down the tracks at an impossible angle. It's too early to tell now if Robertson's new book is destined to become a class like his Century of Railroading in Crawford North, which has sold more than 15,000 copies over the years. What is certain, however, is that the Early Mt. Washington Cog Railway Picture Book is a must for local railroad and history buffs. It's a train photo ride collectors won't want to pass up – Mike Dickerman"

`- Littleton Courier – Wed, Oct 1, 1997 pg. 12

October 15th

NH Trade Mission to UK & Ireland: "The business organization from across the state that will participate in the Governor's Trade Mission to England, Ireland and Northern Ireland were introduced recently at a Statehouse orientation and briefing. Business in a wide range of fields, from manufacturing and high technology to tourism and professional services, will participate in the mission, which takes place Oct. 25-Nov. 4. It is the first Governor-led trade mission outside of North America. Local businesses and organization participating in the trade mission include: The Mount Washington Hotel and Resort and the Mount Washington Cog Railway, and White Mount 93 (Ski 93) Association."

- Littleton Courier – Wed, Oct 15, 1997 pg. 7A

November 27th

Mt Washington Commission Meeting: From the minutes, Mr. *(Wayne)* Presby reports the Cog "ran until November 7th last year *(1996)*, this year until Nov. 4th. Could only go up to the Skyline the last couple of days. Turn around and come back, stop for about 20 mins. One hour trip to Skyline and let people know that there are no facilities. For liability issues, they do not let people off and walk around at Skyline. Ran two trains until Columbus Day 5-6 trains a day, and then cut down to a couple of trains, and then the last week there's none. Had more people, 150,000 people in October this year. One week there were 910 people in one day. Cog had another 70,000 passenger mark, 73,000 this year. Month of October was great. Next three years will be increased to accommodate 70 passengers. Price $35 increased to $39. Ed Clark ran it in 1976 with 46,000 riders. Mrs. Teague only had 4 locomotives. *(Now)* 15 person maintenance staff. Used to be one person part-time doing maintenance work. Heated area now and dry fitted. 3 boilers, can keep 5 engines and work on them, 4 bays for coaches. When *(we)* bought *(it)* in 1983 nothing was winterized."

December 31st

Rugged Rescue with Happy Ending: "The inherent risks of a winter hike along the Presidential Range were readily apparent again last week as the season's first major incident took place on Mount Washington. As the curtain closed on 1997, and foul weather descended upon this most dangerous of mountain ridges, a Maryland man became separated from his two fellow hiking companions on the foggy, northwest slopes of Mt. Washington. Some 48 hours after the tramper's disappearance, a two-man search crew from the summit weather observatory found the tired and cold hiker huddled in the refuge room of the Appalachian Mountain Club's nearby Lakes of the Clouds hut. In the dark and crisp child of New Year's Eve, the trio opted to hike off the range and down into the valley through treacherous Ammonoosuc Ravine. Nine freezing hours after setting off for the safety of the Cog Railway base station, the three were safely inside a warm ambulance from Twin Mountain, but not before all had sustained various degrees of frostbite to their hands and feet. While the Dec 31 rescue by Mount Washington Observatory technicians Clint Chase and Daniel Chesson appears relative unspectacular, the effort was nothing of the sort. In fact, Chase, Chesson and 28-year old Timothy Speicher of Baltimore came perilously close to being added to the long list of people who have perished on the Presidential Range. Only the dogged determination on their part prevented the unspeakable from occurring."

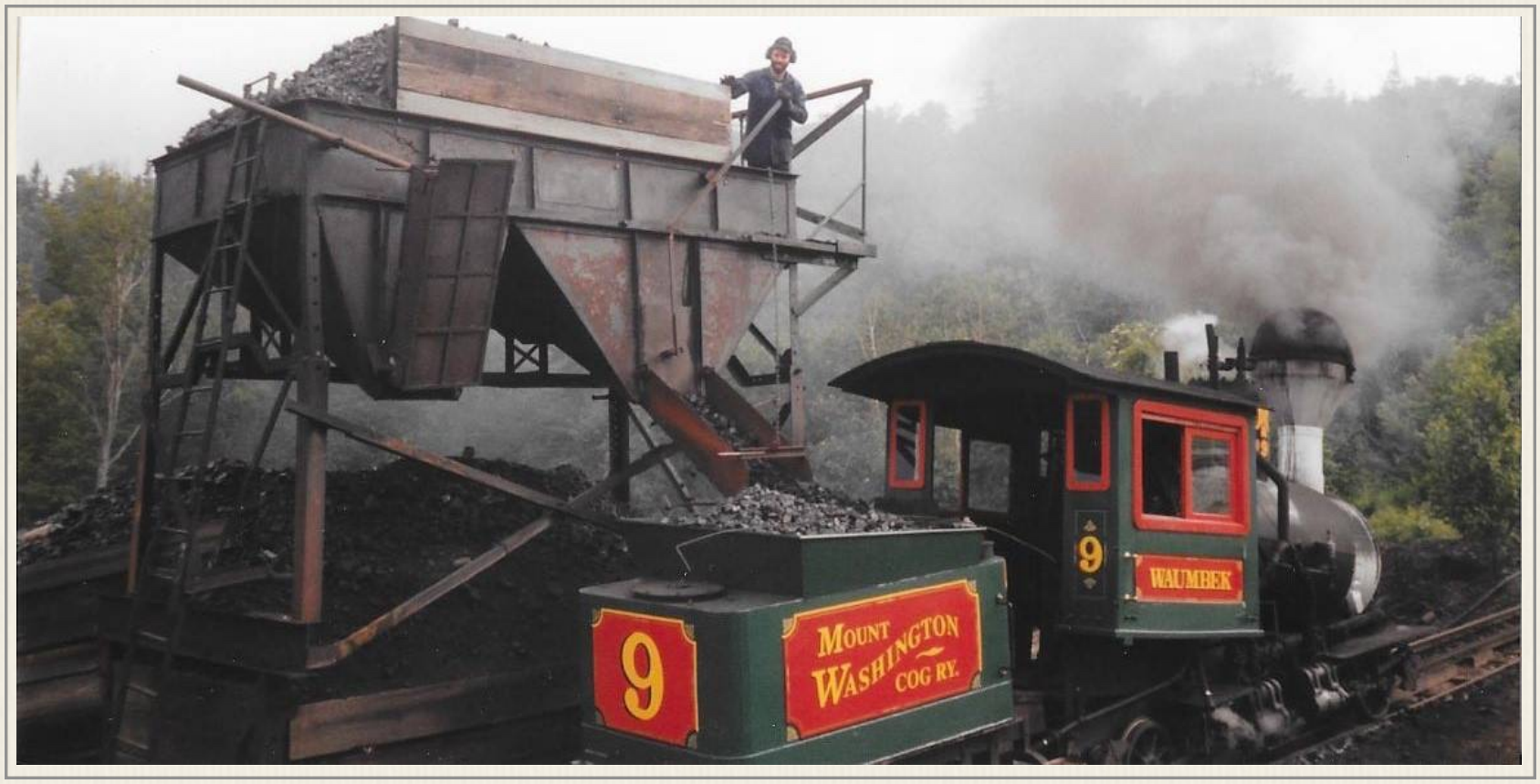
- Littleton Courier – Wed, Jan 7, 1998 pg. 1 & 3A



A Sweet Cog Sixteen: *Track crew foreman Allen Haggett's image from the "mid-1990s?" While an exact time frame remains elusive, the Coggers posing with the No. 6 at Marshfield are: 1) Raoul M. Camara; 2) Tristan Barrett; 3) Jake Benedict; 4) L. W. Barrett; 5) Jamie Plummer; 6) Richard Coulter; 7) William. Bedor; 8) Phil Beroney; 9) Trevor Barrett; 10) Joe Eggleston; 11) Jeremy Hartshorm; 12) Jamie ???; 13) Dave Gooden; 14) Allen Haggett; 15) Dean Gillette & 16) Steve Comeau. Any help with positive dating and a last name for number 12 gratefully accepted.*
- Allen Haggett Collection



1998



1998

MOUNT WASHINGTON RAILWAY (COG RAILROAD): The ***Governor and Council approved*** the ***construction*** of a new coal storage and delivery system *(above),* a new boarding platform, new water tower and the expansion of five passenger coaches using $505,000 from New Hampshire's Class III Railroad and Cog Railroad Capital Rail Line and Equipment Revolving Loan Fund"

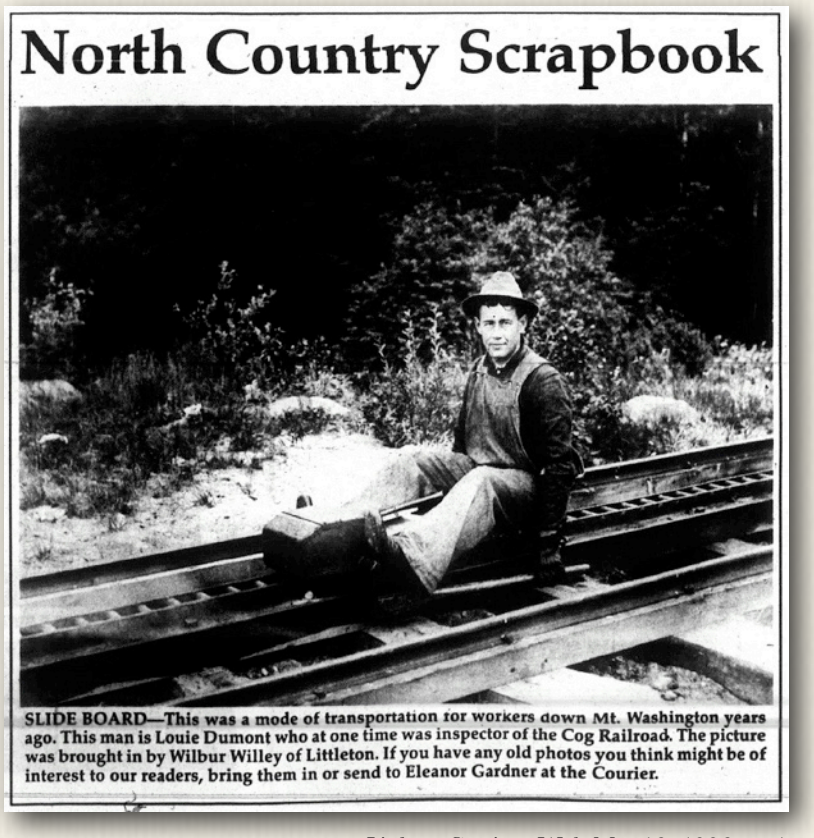
http://www.nhrra.org/resources/newhampshire.htm

Two new 70 passenger coaches, #1, #3 are built at the Cog Shop.

http://www.cog-railway.com/03timeline.htm

February 13th

Grand Hotel Tree Clearing: "Standing next to Interstate 93, the Mount Washington Hotel Preservation Limited Partnership, owners of the Mount Washington Resort properties in Bretton Woods, last month announced a three-year commitment of support to the Littleton Main Street Program. MWHLP will contribute $2,500 annually to the Littleton program. Main Street officials applied the first installment to the removal of trees along a half mile section of Interstate 93. Littleton Main Street Executive director Jason Hock explained this cutting will allow southbound travelers to see downtown from the highway. During the past 20 years, growth in the median blocked this view. MWHLP President Joel Bedor… observed, "As resident of Littleton, we wanted to support the efforts of Littleton Main Street to enhance our hometown. The Partnership felt that this program was a key asset to tourism and economic development for our region." Wayne Presby, partner and chair of the Partnership board echoed these sentiments, noting he looks forward to continuing cooperation between the Bretton Woods complex and downtown Littleton. The Mount Washington Hotel Preservation Limited Partnership, comprised of the Bedor, Presby and Eames families of Littleton and the Clement family of Bretton Woods, operates an extensive complex at Bretton Woods, including the Mount Washington Hotel & Resort, the Bretton Arms County Inn, the Bretton Woods Motor Inn, Fabyans Sta-


North Country Scrapbook

SLIDE BOARD—This was a mode of transportation for workers down Mt. Washington years ago. This man is Louie Dumont who at one time was inspector of the Cog Railroad. The picture was brought in by Wilbur Willey of Littleton. If you have any old photos you think might be of interest to our readers, bring them in or send to Eleanor Gardner at the Courier.

- Littleton Courier - Wed, Mar 18, 1998 pg. 4



- Littleton Courier - Wed, Apr 8, 1998 pg. 11A

tion Restaurant and Lounge, the Mount Washington Cog Railway, Bretton Woods Real Estate, the Golf Courses at Bretton Woods and the newly acquired Bretton Woods Ski Area."

- Littleton Courier – Wed, Feb 3, 1998 pg. 8

May 2nd

Cog & Golf Underway: "Two area attractions steeped in history and tradition opened for the 1998 season last weekend. The Mt. Washington Cog Railway began its 129th season of operations Saturday *(5/2)*. The mountain-climbing train, powered by coal-fired steam engines, is operating on a weekend-only bases through May 17, with trains running at 11 a.m. and 2 p.m. every Saturday and Sunday. Daily operation commences May 23rd. Last Saturday also marked the start of the golfing season at the Mount Washington Hotel and Resort complex. The golf facility features 27 PGA Championship holes plus an 18-hole putting green. The 18-hole Mount Washington Course (6,638 yards, par 71) was completed in 1915 under the design and supervision of legendary course designer Donald Ross. The 9-hole Mount Pleasant Course (3,255 yards, par 35) was originally opened in 1895 and, in 1991, was restored by architects Cornish and Silva and reopened to the public."

- Littleton Courier – Wed, May 6, 1998 pg. 8

May 14th

Mt Washington Commission Meeting: From the minutes, "Wayne (Presby) stated the Cog would be running for business by the first weekend in May. The railroad now has two 70 passenger coaches. It is possible that by the year 2002-2003 that there could be two (2) diesel locomotives added to the fleet."

June 24th

Snowmobile Trail Re-Routed?: "A three-quarter mile section of the Pipeline Snowmobile Trail in Twin Mountain would be rerouted under a proposal currently under consideration by the U.S. Forest Service. The USFS plan calls for the trail to be moved away from its current location along the Ammonoosuc River between Twin Mountain and Bretton Woods. The relocated trail would traverse the lower northern slopes of North Sugarloaf Mountain, with a quarter-mile section utilizing old ski roads in the vicinity. The need to relocate the trail has been necessitated by the meandering and changing course of the Ammonoosuc, which in recent years has cut into a 100-yard section of the snowmobile trail. The Pipeline Trail is a major north-south route and allows users to travel from Twin Mountain to the Cog Railway Base Road, the Jefferson Notch Road, and into northern New Hampshire."

- Littleton Courier – Wed, Jun 24, 1998 pg. 11



- Littleton Courier - Wed, Jun 24, 1998 pg. 11A

June 25th

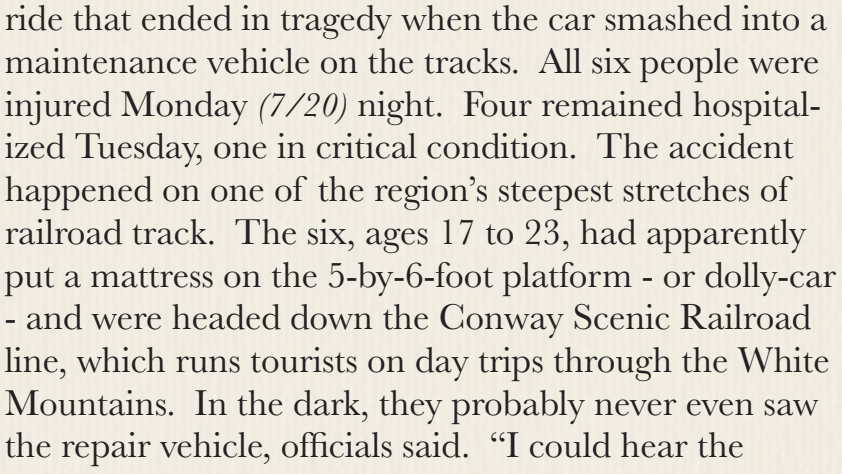
Mt. Washington Hotel Winter Operations: "In keeping with their promise to bring the Mount Washington Hotel and Resort into the 20th Century, the resort's partners announced last week that the hotel would open

for winter operations on Thanksgiving Day 1999. Mount Washington Hotel Preservation Limited Partnership president Joel Bedor made the announcement during a press conference at the hotel June 25. Referring to the hotel's historic past, Bedor said; "today's announcement marks a historic crossroad at Bretton Woods. In Bretton Woods history, the opening of the Mount Washington Hotel year-round can be recognized with the same importance as building a railroad to the summit of Mt. Washington in 1869 or through Crawford Notch in 1875, completing the construction of the Mount Washington Hotel in 1902, hosting the Bretton Woods Monetary Conference in 1944, and opening a ski area in 1973." According to Bedor, renovations will continue until the hotel's first winter opening on Nov. 25, 1999. Maintenance crews will continue to work on the building. When completed the hotel will boast over 800 new guestroom windows, making all doors and windows in the facility airtight. "The decision to begin was made this spring (1998), with the partners agreeing that the hotel was not be an oversized ski lodge," Bedor said. "Rather, our aim is to evaluate the opportunities presented by the onsite amenities, the extensive grounds and the hospitality programs that appeal to visitors seeking a Grand Hotel experience in the snow months. Picture warm fires, drinks and entertainment, fine dining or a soak in the heated pool." Bedor said the hotel would also provide a variety of family activities during the winter months, including winter carnivals, snow sculptures and other events." The highlight of the hotel's grand winter opening will be the Grand Millennium Celebration scheduled from Dec. 26, 1999 to Jan. 2, 2000. The total winterization project for the hotel is expected to cost around $5 million. The hotel will provide jobs for 750 people year-round during peak periods. Bedor said the hotel would shut down for about 4 to 6 weeks in the spring in order to give employees some time off and to perform necessary maintenance."

- Littleton Courier – Wed, Jul 1, 1998 pg. 1 & 11

July 20th

The Sally Car Wreck: "Six young people put a mattress on a railroad flatcar and took a night-time joy-ride that ended in tragedy when the car smashed into a maintenance vehicle on the tracks. All six people were injured Monday *(7/20)* night. Four remained hospitalized Tuesday, one in critical condition. The accident happened on one of the region's steepest stretches of railroad track. The six, ages 17 to 23, had apparently put a mattress on the 5-by-6-foot platform - or dolly-car - and were headed down the Conway Scenic Railroad line, which runs tourists on day trips through the White Mountains. In the dark, they probably never even saw the repair vehicle, officials said. "I could hear the wheels rolling over the joints in the tracks," said William King, who lives about 50 feet from where the crash happened. He had just fallen asleep when the sound of the rolling lorry car awoke him. "I knew it was going to happen. I knew there was a machine parked out there."



The Sally Car ready to roll (1998)
- Steven Comeau Collection



Barry Stewart: *"The Sally cart on top of the car in the picture, it was my car. It's a long story but I was involved in the incident with a Sally ride in which some people got stranded in the Notch. Long story short, Rob and I were sitting on Sally after everything was off of it including the brake. Someone kicked the cart and got it rolling, it started picking up speed, we had never gone beyond our normal stopping point but we had no way to stop and went quite a ways. When we stopped the tracks were close to the road so we put Sally in a gulley and started walking back on the road. Hively and others walked down the tracks looking for us. We probably passed in a place where the tracks weren't close to the road. We never heard or saw them. When we got to the stopping point no one was there, we thought everyone left so we drove back to the Cog leaving those guys stranded in the Notch. It rained that night. The next morning at breakfast it was "I thought they came back with you," "No - we thought they came back with you." How's that for a story?"*

- Facebook response to Chaga Glidden inquiry - Apr 20, 2022

King grabbed a portable phone and ran to the scene. "There were four people on the ground and two trying to get up," he said. With an emergency dispatcher on the phone, he checked the victims to see if they were alive. "Then I just covered them with blankets



Shakedown Cruise: *"Eggy, Thorndike, Steve Giordani, Johnny K and me (photographer Tommy Bonnet) on 1st? Sally car ride after restoration."* ***Brian McMinn:*** *"Throndike drinkin' woodchuck cider? yummy"* ***John F. Kurdzionak:*** *"This was the summer where we all were pretty much drinking Molson. "Bud Dry" also came.....and went.....that year. Skills learned at the Cog: Tommy Bonnet taught me to open Molsons with a Bic lighter; Lenny MacDonald taught me how to open them with one's teeth."* ***McMinn:*** *"Ohh! LOL. What did Eggy use"* ***Steven Comeau:*** *"Looks like Moosehead to me!"* ***Tommy Bonnet:*** *"Lenny taught me that you can actually break a windshield by hitting it when you're drunk"* ***Scott Weeks:*** *"i wish some one had a picture of my damn ass sitting there shitty p.s i did quit drinking...but i'll always smoke the kind i look like the cog going up jacobs .....fucking rock and roll."*
- Facebook thread MWCR: We Worked There - Dec 12, 2009

and tried to get them not to move, he said. Authorities said the six suffered broken bones and head injuries. The six worked at the Cog Railway, which runs tourists up Mount Washington, the tallest peak in the Northeast. The flatcar belonged to the Cog. The repair vehicle was scheduled to be removed Tuesday morning before the first tourist run." *- Greenville (SC) News - Wed, Jul 22, 1998 pg. 9 & Brattleboro (VT) Reformer - Wed, Jul 22, 1998 pg. 2*

"Five North Country residents and one from Chapel Hill, N.C., were injured, one critically, after a late-night train-track joyride down the steep rails of Crawford Notch ended in a collision between their small flatcar and a track repair vehicle. All six are summer employees of the Cog Scenic Railway on Mount Washington. The "Sally car," similar to a hand-push rail vehicle, had been commandeered from the Cog and somehow lifted on to the Crawford Notch tracks, officials said. Authorities believe the Monday night trip was intended as a 10-mile joyride down tracks used during the day by the Conway Scenic Railroad. The wooden flatcar had only a mattress and a makeshift brake to slow the vehicle on the track's sharp descents and narrow trestles. The trip ended after about six miles, next to the intersection with the Arethusa Falls trail, when the car hit a stationary rail repair vehicle being used the day before to fix wooden ties. Ethan Poltrack, 21, of Berlin was listed in critical condition at Portland's Maine Medical Center last night after he and two others were airlifted there, following the 11:30pm crash. David Gooden, 20, of Lancaster, and Toni Joy Burke, 18, of Jefferson and Northumberland, were listed in fair condition last night *(7/21)* at the Portland hospital. Richard Crandall, 17, of Chapel Hill, N.C. was listed in stable condition after undergoing surgery at Conway's Memorial Hospital. Phil Beroney, 21, of Groveton and Richard Coulter, 23 of Lancaster, were treated and released from the Conway hospital. About four miles further down the track (from the crash) was a vehicle waiting to pick up the youths and the flatcar. No one was believed to be waiting inside the vehicle. The steep stretch of track through Crawford Notch was put back in service in September 1995 after it was acquired from Central Main Railroad. The line is owned by the state and is leased to the Conway Scenic Railway. The Cog Railway does not share track with the scenic railroad"

- Manchester Union Leader - Tue, Jul 22, 1998 pg. 1

Stealth Maneuver Contributed to Crash: "The six joy riders injured in a nighttime collision on railroad tracks in the White Mountains might have avoided the accident if they had not turned off a flashlight so homeowners would not see them, a state spokesman said Wednesday *(7/23)*. They had the flashlight on, but turned it off moments before the lorry car they were riding slammed into a rail repair vehicle parked on the tracks at about 11:30 p.m. Monday, Transportation Department spokesman Bill Boynton said. They turned it back on seconds before the crash and tried too late to pull the car's brake, a pipe handle on a



bolt, he said. Boynton said at least some of the six people riding the lorry had been drinking, but was not sure whom or how much. Boynton said the group apparently used a pickup truck to carry the 5-by-6-foot lorry car the eight miles from the Cog Railway to tracks in Crawford Notch used by the Conway Scenic Railroad. A truck that may have belonged to someone in the group was parked near the tracks another four miles down the line, presumably the group's destination, Boynton said. He said they had traveled about six miles on the lorry car and were doing about 25 mph when the crash occurred. "It is something that has been done in the past by Cog Railway employees," he said, though it apparently has been a few years. On the Crawford Notch section the track drops as much as 116 feet per mile for nine consecutive miles, making it one of the steepest lines in the East, according to published reports celebrating the Conway railroad's opening in 1995."

- Bangor (ME) Daily News - Thu, Jul 23, 1998 pg. 15





Sally Car Rehabbed: *A refurbished coaster is lifted off the rails by Coggers ready to ride the Notch. Brian McMinn posted this photo to Facebook and prompted the following thread.* ***Laura Sykes:*** *"Shhh. Lights out."* ***Chris Lemieux:*** *"Fun times."* ***Barbara Coussons Lennon:*** *"My favorite Sally car ride was one we called the Admin Ride. Bobby Trask. Pat Gauld, Rob McClay, Tammi Dube, Pete Oescle and John Lovell on brakes. It was epic! Champagne on Frankenstein. One of the funniest nights of my life. Wish I had pictures!"* ***Rebecca Metcalf:*** *"Just look at that grin on Rob's face! Classic."* ***Dave Kurz:*** *"Ask Bobby about the time we were standing on Frankenstein Trestle taking a leak when one moment he was standing next to me and the next he wasn't! Granted it was very dark but he was just there! I said, "Hey Bobby..." and he muttered and I looked down and he was wedged between two ties with his shoulders holding him up! Ahhh youth!"* ***Jon Sykes:*** *"That reminds me of the time we hit a bear on the tracks."* ***Kurz:*** *"Did Bobby pee then too?"* ***Sykes:*** *"We all did"* ***Robert Trask:*** *"Dave, I'm telling Dave M, Jackie and Gareth you are picking on me because I have a weak bladder!"* ***Jim Hibbert:*** *"Remember the time we hit the rock slide?"* ***Bill Bedor:*** *"Ahhh, the good old days; young, dumb and full of....."* ***Steve Comeau:*** *"Beer"*

- Steve Comeau photo / Various Facebook Sally Car threads - MWCR: We Worked There page

Accident was Not the First Run on the Cart: Cogger Tommy Bonnet *(1990-1993)* reminisced about his riding experiences when he posted a dilapidated, washed out rail bed picture on the *Mt. Washington Cog Railway - We Worked There FB* page: "Reminds me of the summer Johnny C. and I rebuilt the Sally car. First trip down to Arethusa was an experience." ***John F. Kurdzionak*** *(1992-2001)* : "I remember those washouts, and chasing a moose who was running like hell from us and too dumb to get off the track. Jon Lovell was screaming at the thing as we were catching up to it." ***Barbara Coussons Lennon*** *(1991-1994)*: "It's bugging me that I can't remember a Johnny C. What is his last name? Tommy - I remember when you rebuilt the Sally car so I am

pretty sure I was around then." ***Tommy Bonnet:*** "Barbara - its Johnny K*(urdzionak)*. The C was for Cog - Tommy C, Johnny C, Gareth C etc etc." ***Coussons Lennon:*** "Ok, now it makes sense!"
- MWCR: We Worked There - Mar 30 & Apr 15, 2022

August 24th
Marshfield Station is ***lost to fire*** after a severe lightning storm *http://www.cog-railway.com/03timeline.htm*





Fire Levels Old Cog Base Station: "The former Mt. Washington Cog Railway base station was leveled Monday *(8/24)* night by a fire that may have been sparked by a lightning strike. The log structure at Marshfield Station, which for 55 years served as the base depot for the world-famous mountain climbing railroad, has been used primarily for storage since 1994, when a new base station was constructed about 100 yards west of the older structure. The trackside building was fully involved by the time the first firefighters arrived at the scene at around 10 p.m. Monday. Fire units from Twin Mountain, Whitefield, Franconia, Littleton, and Bethlehem teamed up to combat the blaze, which was limited to just the old station. A Cog Railway official this morning *(8/26)* said the nearby train tracks up the mountain received little if any damage from the fire. With the exception of a canceled 8 a.m. Tuesday train to the summit, service from the base area to the mountaintop was not disrupted by the fire. Spokesperson Jennifer Huntoon said the old base station was built in 1939 and was in continual use until the start of the 1994 season. "it's been used for minimal storage since then," said Huntoon. Cog officials, she added, were trying to determine yesterday *(8/25)* exactly what was lost in the fire. The timing of the fire coincided with the tail end of a strong thunder and lightning storm that moved across the region at dusk Monday night. Lightning bolts lit up the area skies for more than an hour, beginning at around 7:45 p.m. Huntoon said Cog officials suspect the building may have been struck by lightning sometime in the course of the storm. The first alarm for the fire went out just after 9:30 p.m. As the Cog Railway base area is a dozen miles or more distant from the closest fire station in Twin Mountain, it wasn't until near 10 that firefighters were able to get to the scene. Despite its remote location, fires of consequence have been few and far between at the Cog. The most destructive fire in the railway's storied past occurred more than 100 years ago, in the spring of 1895, when nearly the entire base area succumbed to flames. The fire destroyed the engine house, shops, and depot and seriously damaged four train engines – two of which had to be scrapped."
- Littleton Courier – Wed, Aug 26, 1998 pg. 1 & 8

Slow Burn - A Cog Clatter Examination: Monday, August 24, 1998 was a washout at the Cog. Intense thunder storms with high winds swept through the White Mountains starting at mid-afternoon. Power to the Base went out about 3:30pm. After several unsuccessful attempts, power was finally restored five hours later.

The "Old Marshfield Station" that Col. Henry Teague started building just before the 1938 Hurricane struck, and rushed to complete in May 1939, had been closed to the public for four years. The new Marshfield Station had opened in June 1994 to mark the 125th anniversary of the railway. It now housed the ticket office, gift shop, restaurant, museum, and waiting area. The old station was used for storage. General Manager Charlie Kenison told investigators a "couple of 5 gallon pails of roofing tar, asphalt shingles and latex paint" were in the building on the 24th.



Marshfield Burns: *MWCR: We Worked There 2020 Facebook post by Art Poltrack "The last lightning strike. She's (the fireplace's) still standing though. (Photo) Source unknown."*









Frame grabs Chaput fire video (1998)
- Courtesy Raymond Chaput

Railroad employees used the station to clean up after punching out. A shower facility had been built in the north back corner of the great room to the left of where the old lunch counter had stood. The upstairs living quarters over the old gift shop and kitchen/dining room were vacant. A propane tank fed a water heater, but the rest of the gas lines had been disconnected. Sometime that Monday afternoon, a fire was built in north fireplace. While a fire often greeted tourists walking in when the old station was operational, the fireplace had not been used for some time.

Kennison and his wife used the showers about 7 p.m. because power had still not been restored to their house. A fire still burned in the fireplace. Robert Maclay was in the building about 8 pm. "There was a fire going in the fireplace, about one piece of wood about 12x12x18," he told the fire investigator. "The lights came on twice before I went into the shower," said Maclay "but went right out. I took a shower and went out to the car and then went back in to get the candle I had been using. There was no one around when I left *(Old Marshfield)*" for his cabin down by the shops.

About an hour later, Walter Mitchell was in bed when he "heard a noise and saw a glow." Mitchell knocked on the bathroom door to rouse Peter Gervais, who lived in the other part of the cabin. Gervais "went out and saw flames." Gervais called Kenison on the phone, but got the answering machine. He left a message. Gervais went out on the porch and suggested Mitchell drive down to the Kenison's house. Mitchell took off and Gervais called 911. When Mitchell arrived, Mrs. Kenison called 911.

The first call came to Troop F of the State Police and was relayed to Twin State Dispatch. The Twin Mountain Fire Department was toned out at 9:34pm as several other 911 calls came in.

Richard Tirrell and Richard Coulter were down by the mainte-







The Morning After: *A Cog Railroad train (right) chugs past the smoldering ruins of the base station yesterday (8/25/1998). The structure, which was destroyed by fire Monday night, was built in the 1930s and was home to the ticket office and museum until 1994. The cause of the fire is under investigation.*
Photographs by Lorna Colquhoun
- Manchester Union Leader - Aug 26, 1998.

nance shop and heard someone blowing a horn. "I came out of the shop and saw a glow," said Tirrell. Coulter told the fire investigator he "saw lots of smoke and a glow which looked unusual. Sometimes the engines look like this, but this was worse." The freshly-showered Rob Maclay heard the same horn and "saw Richard Tirrell hollering fire." Coulter ran to alert Charlie Kenison and rode up to Marshfield with the general manager. Tirrell "drove up and saw fire through the roof in back a little to the left of the fireplace." Walter Mitchell recalled "the fire looked like it was in the right end of the building and seemed to be contained in that area."

66-year old Raymond Chaput was the first member of the Twin Mountain Fire Department to arrive – just 15 minutes after the fire call went out. A Nashua native, Chaput had spent 19 years with a New Hampshire firm making electronic warfare hardware for the military before retiring and moving north with his wife. They both were avid hikers and Ray's family had vacationed in Twin Mountain when he was a child in the 1930s. The couple bought and operated the Boulders Motor Court in Twin Mountain for another 19 years. Ray had also taken the unusual step of taking classes to become a credentialed fire investigator. The State Fire Marshall's office grew to appreciate his skill such that Chaput only needed to call them in for a determination if he thought a blaze was suspicious.

Chaput arrived to find Old Marshfield "burning heavily at both ends and had died down somewhat, in the center, around the fireplace chimney." Charlie Kenison asked that the fire department not worry about the building, "but save the tracks and bridge adjacent to the building on the north side." Chaput radioed this request to Chief Robert Stalaboin who was in-bound. Chaput grabbed his video camera and started filming at 9:56pm. Engine 3 arrived two minutes later and started putting water on the fire at 10pm. The tracks and trestle were saved. Old Marshfield became smoldering ruin.

The next morning, Chaput and Chief Stalaboin began to look for where the fire started and its cause. Ken Mackay Jr of the Franconia Gas Company traced the gas lines to the building, and pointed out where a low pressure regulator had "burned out." That and the observed burn pattern of the fire eliminated the hot water tank as the culprit. State fire investigator James Wells joined the team at noon and attention turned towards the fire place.

1998





Old Marshfield ruins (1998)
Kenney Family Collection

The stone and mortar fire place had two fireboxes built back-to-back - one for the great room *(north)* – the other for the dining room *(south)*. They shared the chimney with separate flues. Each fireplace had heat vents on either side of the hearth. Chaput found both fireboxes had deteriorated to the point that "you could see out the top heat vents on both sides. In addition, the rear bottom of the north fire box had been severely distorted by heat and a 1 - 2 inch space had opened up at the base… You could easily see the masonry behind it."

The fire place had also been built to provide structural support for the second floor over the dining room. Floor joists had been cemented into the stone work on both sides of the chimney. The front *(west)* side floor joists "had remains of the floor attached to the joist where were partially burned, but not under the flooring." But the *(east)* side towards the old kitchen "had all the flooring burned away and the floor joist was charred all the way through." The two logs below the joists had their diameter reduced by fire about 1 to 1½ inches as far into the masonry as could be observed, about 10 to 12 inches. The team agreed this was the area of origin. "The fire started in the floor joist and expanded out into the first-floor ceiling and the second story floor," the August 28th fire report said. "This would account for the initial observation *(by Chaput)* of the fire being highly active at both ends of the building and to lesser extent at the center where it had burned the longest." The finding was confirmed when the fireplace was demolished on August 27th. "Throughout the fireplace, up to the area of origin, stones and masonry showed signs of deterioration from heat. The cone at the top of each fire box had deteriorated and was allowing smoke to enter the heat vents. There was also evidence of creosote build-up behind the chimney flue liner. The flue itself was clean."

In June of 2018, Chaput explained to the *Cog Clatter* publisher the origin of the fire means it could have "started" before August 24, 1998 at the time smoke started entering the heat vents and the masonry through the openings in the fireboxes. "There's a process called pyrolyzation where if wood is subjected to heat it turns into a charcoal and would ignite at a very low temperature," said Chaput. "They've found steam pipes going through beams that didn't carry more than 212 degrees actually started fires at that low temperature. And on both sides of that chimney inside *(the masonry)* the rafters had burned from the back out. All the charred remains were in there - cause you could see embers looking for air and when it finally got to the outside of the rafters and found air – Poof !" Chaput's theory is "it was a fire just waiting to go. Every time they started a fire in there that (thermal decomposition in an inert atmosphere) might've got a little bit further and little bit further and finally one day…" The fire was recorded as accidental.

- Fire Report - Aug 28, 1998 / Chaput interview / 2018 Reporting by Jitney Jr.

September 2nd

Landmark Destroyed by Fire: "A familiar landmark at the western base of Mt. Washington was consumed by flames and destroyed last week. The former Cog Railway base station along the Ammonoosuc River was leveled by an Aug. 24 fire that may have been set off by a lightning strike. The log building, constructed in the late 1930s, housed the Cog's gift shop, restaurant, and administrative offices for many years before being abandoned in 1994 when the new Marshfield Station was completed. The true cause of the fire may never be known, said Cog Railway general manager Charles Kenison last week. While local fire officials say it was probably touched off by a spark from a fire that had been started in the building's fireplace, Kenison said a direct lightning strike shouldn't be ruled out. An electrical problem resulting from the fierce lightning storm that swept across the mountains between 8 and 9 p.m. might also have touched off the blaze, which was first spotted by

guests at the Mount Washington Hotel, some five miles away. In reading over various news accounts of the fire last week, there seems to be some confusion over the exact age of the structure. Cog officials told me last week it was first opened in 1939 *(Ed note: true)*, while other published reports say it was complete anywhere from the late 1800s to the early 1930s. For what it's worth, I (reporter Mike Dickermann) did a little research of my own last week and uncovered one interesting tidbit of information which might clear things up some. In reading a newspaper account of the great Hurricane of 1938, which laid to waste acres of forestland in the White Mountains, I read where the Cog Railway's famous steep mountainside trestle, Jacob's Ladder was ripped apart by the hurricane. The same article also noted, however, that the railroad's new base station, under construction at the time, was unscathed by the violent storm. *(Ed note: True – started Fall 1938 – completed Spring 1939*). One can only assume the article was referring to the building that was burned last Monday. *(Ed note: It was)*. It is said, added Kenison last week, that timber salvaged from the hurricane was more than likely used in the actual construction of the facility. *(Ed note: Doubtful – it was new log construction – much of the timber blown down was salvaged and put back up.)* The base station was certainly a familiar sight for anyone who attempted a climb up the mountain from the Cog Railway base area prior to 1993. Both the Ammonoosuc Ravine and Jewell Trails got their start practically in the shadow of the log building. I'm sure many a tramper passed through the station's doors either prior to or at the conclusion of their climb. It was the kind of place you just couldn't pass up."

- Littleton Courier – Wed, Sep 2, 1998 pg. 1A & 4A

September 2nd

Courier Cog RR Fire Update: "Here's one final note on the recent fire which leveled the former Marshfield Station base lodge at the Mt. Washington Cog Railway. According to Twin Mountain fire investigator Ray Chaput, the nighttime blaze was most likely the result of a fire that had been ignited in the building's 60-year-old stone fireplace. Chaput said he and a state fire investigator concluded that charred wood struts lining the fireplace probably ignited the blaze. He said the wood, which has been exposed to fires of varying degrees over a period of many years, probably didn't require much heat to ignite it. Since the fire bed in the chimney had burned out years ago, the wood had been subject to heat for so long that it has probably turned to charcoal. When it reaches that stage, it will ignite at relatively low temperatures," said Chaput. The condition, known as pyrolysis, is not that, he added, noting that a condominium fire last winter at nearby Bretton Woods Resort was likely the result of the same phenomena."

- Littleton Courier – Wed, Sep 23, 1998 pg. 6A



1998 Holiday card from the Mt. Washington Resort Hotel - eBay



No. 8 Tip Top with Coach 3 descends over trail crossing (1999)
- Rand Peck Collection

1999

March 20th

First Night: "The invitation said, "Become a part of history. Join us as one of our first overnight winter guests." In what was called a "First Winter" Sneak Preview, the owners of the Mount Washington Hotel and Resort had invited a large group of journalists, ski writers, travel writers, industry representatives and VIP's to join them for an overnight stay at the hotel on March 20-21. Included in the invitation was the use of all the resort amenities, cross-country skiing, alpine skiing, snowshoeing, sleigh rides, and other fun activities. Tours of the hotel, a cocktail reception, banquet and a candlelight tour called the Princess Caroline tour were also part of the festivities. The overnight would provide the media and opportunity to experience what guests can expect next November when the Mount Washington opens for its first winter season and stays open year-round. As I (reporter Bill Flynn) had been an employee at both the Mount Washington Hotel and the Bretton Woods Ski Area for almost 11 years, I knew it was an offer too good to pass up. As I approached the hotel drive, I was reminded of a saying that is common among employees of the Cog Railway that "once you are a cogger, you are always a cogger." I am sure past employees of the Mount Washington Hotel feel the same way. To me a visit to this grand resort is a bit like coming home. Okay, not like coming home to my apartment, which has scared many a visitor away, but more like coming back to a place where I feel relaxed and at ease."

- Littleton Courier – Wed, Mar 31, 1999 pg. 3





- Littleton Courier - Wed, Apr 14, 1999 pg. 11A

May 1st

130th Season Set to Begin: "The world's first mountain-climbing railway will begin its 130th season Saturday, May 1. The Mount Washington Cog Railway, the original "little engine that could" has been delighting passengers with an unforgettable three-hour round trip to the top of Mount Washington, the highest peak in the northeast, since 1869. Today, the Cog Railway is the only mountain-climbing cog railway that is run entirely by coal-fired steam, consuming one ton of coal and 1,000 gallons of water per trip. The Marshfield Base Station, built in commemoration of the Cog's 125th Anniversary in 1994, is well worth visiting with its interpretive museum, gift shop and restaurant. The wrap-around deck is a place to relax and enjoy panoramic mountain views and the train operations. Excursions will be offered weekends only until May 23, with departures at 11 a.m. and 2 p.m. The Cog will also be operating on Victoria Day, May 24. On May 29 through May 31, trains will run hourly from 9 a.m. to 4 p.m. From June 1 through June 18, there will be two trains a day on weekdays at 11 a.m. and 2 p.m. and on weekends, hourly from 9 a.m. to 3 p.m. Beginning on June 19, trains will run daily on the hour from 9 a.m. to 4 p.m. (8 a.m. to 5 p.m. beginning July 17). Advance ticket purchase is always recommended. Call the Mount Washington Cog Railway at 800-922-8825 or visit www.thecog.com for additional information.

- Littleton Courier – Wed, Apr 28, 1999 pg. 2B



- Littleton Courier - Wed, May 5, 1999 pg. 11

May 15th-16th

USDA conducting ***aerial photography survey of Coös County***, New Hampshire overflies Fabyan/Base/Summit area. New bunker and double-header lined up *(RIGHT)* with new display and graded area where old Marshfield Station stood.

WANTED: researcher desires to speak with people with first hand experience on the Fabyan to Cog Basestation B&M RR Branchline (Engineer, Fireman, Conductor or passenger). Also interested in photographs, stereoviews, postcards, etc. of same. Please contact Robert Bermudes, 645 Cedarwood Terrace, Rochester, NY 14609 or call 716-288-5322 evenings. 20-3p.

- Littleton Courier - Wed, May 26, 1999 pg. 12A



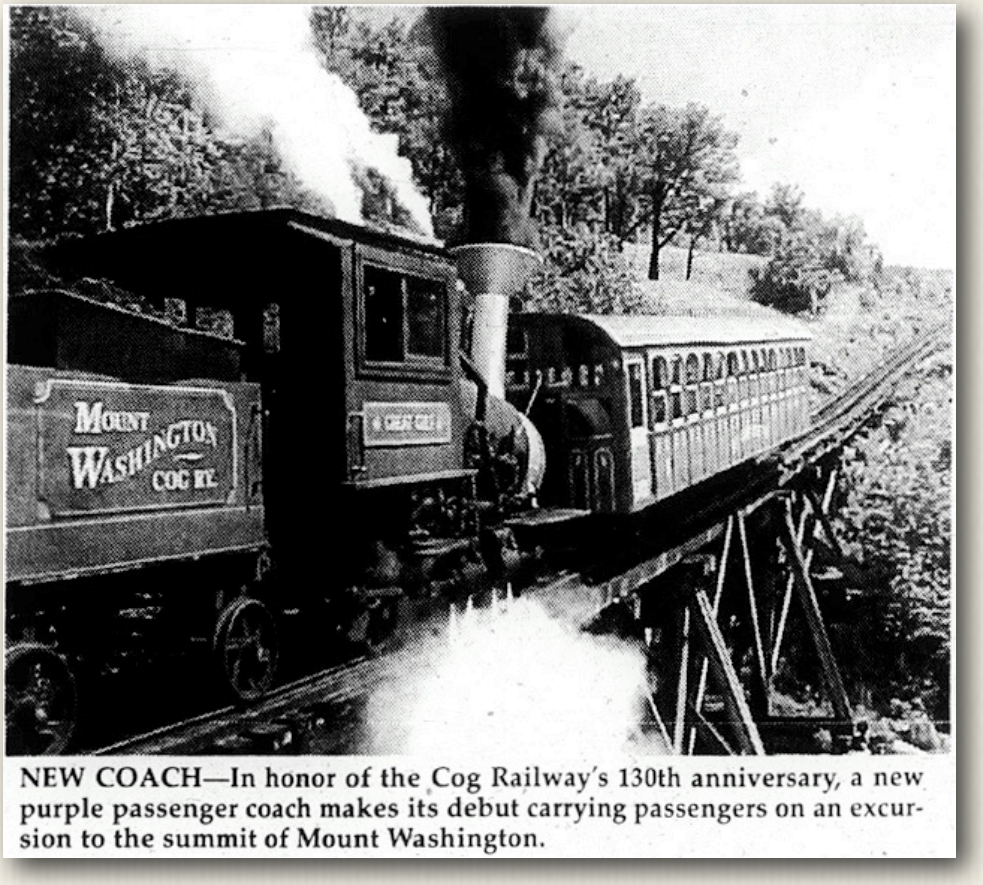
1999

1999 Cog Ticket Prices

Adults	$44	
Child (6-12)	$30	
Child under 6		Free on lap
Senior 65+	$40	

July 3rd

130 Years - 1st Purple Car: "The Mount Washington Cog Railway, the world's first mountain climbing railway, celebrated its 130th anniversary July 3 with the introduction of a new passenger coach. Following a ribbon cutting ceremony held at the Marshfield Base Station, a new purple coach, the first of two new passenger cars being introduced this summer, carried its first passengers to the summit of Mount Washington. Built entirely on location by railway employees, the new coach was dedicated by Cog Railway President Wayne Presby to the memory of Sylvester Marsh, the industrious inventor of the Cog Railway. Also attending were General Manager Charles Kenison and Marketing Director Cathy Bedor. Boarding the train, one of the passengers wished brakeman Al LaPrade a happy Fourth of July "Happy third of July," he retorted. "It's our 130th birthday today, and that's a lot more fun!" *- Mabel Norman Scrapbook - Littleton Hist. Society*



NEW COACH—In honor of the Cog Railway's 130th anniversary, a new purple passenger coach makes its debut carrying passengers on an excursion to the summit of Mount Washington.

- Littleton Courier - Wed, Jul 7, 1999 pg. 7A

1st Purple Car Courier Story Complete: "The Mount Washington Cog Railway, the world's first mountain-climbing railway, celebrated its 130th anniversary July 3 with the introduction of a new passenger coach. Following a ribbon cutting ceremony held at the Marshfield Base Station, a new purple coach, the first of two new passenger cars being introduced this summer, carried its first



Railroads: Back on track?

New Hampshire

New Hampshire has become one of the hot spots for short-line rail.

The Claremont & Concord, the New Hampshire Northcoast, the New England Southern Railroad and Milford-Bennington Railroad are all working railroads, operating on state-owned track.

Passenger rail only brushes the southwest corner of the state and will soon travel through Exeter and Dover. It is being studied for extending into Nashua and possibly Manchester, but it's not likely to start for several years.

In the north, tourist railroads such as the Hobo Railroad in Lincoln, which also owns the Winnepesaukee Scenic Railroad, and the Cog Railway at Mount Washington, are popular with tourists.

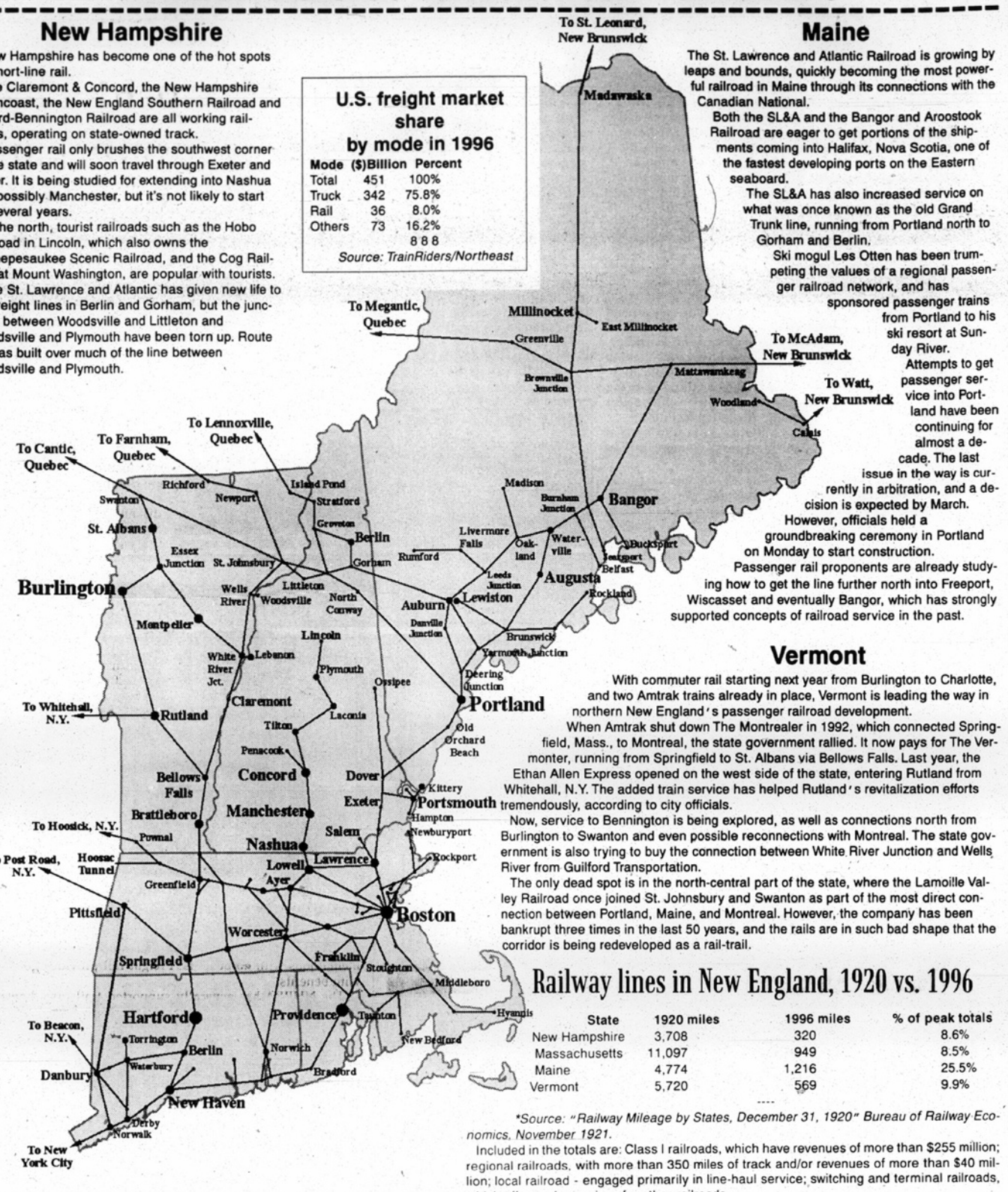
The St. Lawrence and Atlantic has given new life to old freight lines in Berlin and Gorham, but the junctions between Woodsville and Littleton and Woodsville and Plymouth have been torn up. Route 25 was built over much of the line between Woodsville and Plymouth.

U.S. freight market share by mode in 1996

Mode	($)Billion	Percent
Total	451	100%
Truck	342	75.8%
Rail	36	8.0%
Others	73	16.2%

888

Source: TrainRiders/Northeast



Graphic by Joshua Trudell

Maine

The St. Lawrence and Atlantic Railroad is growing by leaps and bounds, quickly becoming the most powerful railroad in Maine through its connections with the Canadian National.

Both the SL&A and the Bangor and Aroostook Railroad are eager to get portions of the shipments coming into Halifax, Nova Scotia, one of the fastest developing ports on the Eastern seaboard.

The SL&A has also increased service on what was once known as the old Grand Trunk line, running from Portland north to Gorham and Berlin.

Ski mogul Les Otten has been trumpeting the values of a regional passenger railroad network, and has sponsored passenger trains from Portland to his ski resort at Sunday River.

Attempts to get passenger service into Portland have been continuing for almost a decade. The last issue in the way is currently in arbitration, and a decision is expected by March.

However, officials held a groundbreaking ceremony in Portland on Monday to start construction.

Passenger rail proponents are already studying how to get the line further north into Freeport, Wiscasset and eventually Bangor, which has strongly supported concepts of railroad service in the past.

Vermont

With commuter rail starting next year from Burlington to Charlotte, and two Amtrak trains already in place, Vermont is leading the way in northern New England's passenger railroad development.

When Amtrak shut down The Montrealer in 1992, which connected Springfield, Mass., to Montreal, the state government rallied. It now pays for The Vermonter, running from Springfield to St. Albans via Bellows Falls. Last year, the Ethan Allen Express opened on the west side of the state, entering Rutland from Whitehall, N.Y. The added train service has helped Rutland's revitalization efforts tremendously, according to city officials.

Now, service to Bennington is being explored, as well as connections north from Burlington to Swanton and even possible reconnections with Montreal. The state government is also trying to buy the connection between White River Junction and Wells River from Guilford Transportation.

The only dead spot is in the north-central part of the state, where the Lamoille Valley Railroad once joined St. Johnsbury and Swanton as part of the most direct connection between Portland, Maine, and Montreal. However, the company has been bankrupt three times in the last 50 years, and the rails are in such bad shape that the corridor is being redeveloped as a rail-trail.

Railway lines in New England, 1920 vs. 1996

State	1920 miles	1996 miles	% of peak totals
New Hampshire	3,708	320	8.6%
Massachusetts	11,097	949	8.5%
Maine	4,774	1,216	25.5%
Vermont	5,720	569	9.9%

*Source: "Railway Mileage by States, December 31, 1920" Bureau of Railway Economics, November 1921.

Included in the totals are: Class I railroads, which have revenues of more than $255 million; regional railroads, with more than 350 miles of track and/or revenues of more than $40 million; local railroad - engaged primarily in line-haul service; switching and terminal railroads, which offer such services for other railroads.

Source: American Association of Railroads.

Railroad terms

Some common terms in railroading:

Air Monkey - Air brake repairman

Ballast - Gravel, slag, or other heavy material used as a road bed to support cross ties and rails.

Branch line - A line serving one or more stations beyond the point of junction with the main line or another branch line.

Brownie - A demerit for violation of rules.

Caboose - A car attached to the rear end of a freight train for use by the train crew. Many major railroads have done away with them.

Crows Nest - The cupola or box-like structure raised above the roof of a caboose from which a trainman may see along the train while it is in motion.

Dead Heading - Traveling done by an employee on supervisor's orders. The employee isn't working while they are traveling, so they are paid at a "dead head" rate.

Flagman - Usually the brakeman assigned to duties at the rear of the train.

Gumshoe - A railroad detective.

Highball - Signal given by conductor to the engineer when the train is ready to proceed to the next stop.

Hogger, Hoghead - Locomotive engineer.

Interchange - A track on which various cars are delivered or received from one railyard to another.

Intermodal - The transfer of boxcars from trains to tractor-trailers, and vice-versa.

Main Line - That part of a railroad exclusive of switch tracks, branches, yards and terminals.

Roundhouse - A building in which locomotives and other railroad equipment are inspected, cleaned, repaired and serviced.

Terminal - Facility for handling of passengers or freight, the breakup, makeup, forwarding and servicing of trains, and interchanging with other carriers.

Waybill - A document for the handling and accounting of a freight shipment.

Whiskers - Age or seniority.

- Courtesy of the United States Railroad Retirement Board

Graphic for Special Report *in Littleton Courier to illustrate state of railroads in New England as of 1999. Courier editors explained the report's genesis: "This railroad project was generated The Courier more than two years ago. Joshua Trudell worked on it while he was a staff writer for this newspaper. When he left for The Telegraph in Nashua, he asked if he could offer the idea to the editors there. We said sure, as long as we would be free to publish our version of the project. Telegraph editors agreed. The Telegraph published Trudell's project in January (1999). This is a condensed, updated and otherwise edited version of that ambitious and widely acclaimed effort. With the cooperation of The Telegraph, we offer this closer look at a mode of transportation that is at once a re-surging link to our past and almost inevitably a train we will have to catch to tomorrow.*

- Littleton Courier - Wed, Mar 8, 1999 pg. 8

passengers to the summit of Mount Washington. Built entirely on location by railway employees, the new coach was dedicated by Cog Railway President Wayne Presby to the memory of Sylvester marsh, the industrious inventor of the Cog Railway. Also attending were General Manager Charles Kenison and Marketing Direc-



- Littleton Courier - Wed, May 19, 1999 pg. 11A

tor Cathy Bedor. Boarding the train, one of the passengers wished brakeman Al LaPrade a happy Fourth of July. "Happy Third of July,' he retorted. "It's our 130th birthday today, and that's a lot more fun!" The coal-fired steam engine that climbs the three-mile route to the Northeast's highest peak consumes a thousand gallons of water and a ton of coal while pushing a single passenger car to its lofty destination. The three-hour round trip excursion includes a 20-minute stop at the summit and trains depart hourly from 8 a.m. to 5 p.m. at the height of the season." *- Littleton Courier – Wed, Jul 7, 1999 pg. 7*

July 13th

Ellen Teague Dies: "Ellen Teague, former owner of the Cog Railway, has died. She was 86. Teague died Tuesday *(7/13)* in Littleton Hospital after a brief illness. "She was a very strong-willed and defiant," said Wayne Presby, the current president and one of the investors who bought the Cog Railway from Teague in 1983. "She had a steadfast devotion to the Cog Railway and did a lot to keep it during its turbulent times. For that day and age, she really was a pioneer for women in terms of operating a major tourist attraction in the North Country," Presby said. "I always had a lot of admiration for her, for during that period she had a lot of tragedies hit her all at once."

- Associated Press - Tue, July 13, 1999

Ellen 's Death Saddens North Country: "The death of Ellen Teague, 86, former owner of the Cog Railway, shocked many friends and acquaintances last week. Teague, who passed away at Littleton Regional Hospital July 13 after a brief illness is remembered as a strong-willed woman with deep religious convictions who was also a generous benefactor, active in her community and church. Teague was born in Philadelphia to Dr. Druitt and Frances Crawford and was a descendant of the Crawford family who helped settle the White Mountains. She graduated from Thomas Jefferson University in 1935 and married Col. Arthur Teague, one of the most decorated soldiers of World War II, in 1942. She then helped her husband run the Cog Railway until he died in 1967. The loss of her husband was only one of several tragedies that she had to overcome. The same summer that her husband died, eight passengers were killed in an accident on the railway, and her daughter Lucy died in an automobile accident while towing a horse trailer. Teague later suffered a heart attack and the loss of second daughter, Jane. But she somehow overcame these setbacks and took over as president and treasurer of the railway, which she ran for 16 years. "She was very strong-willed and defiant," said Wayne Presby, current president and one of the investors who bought the Cog Railway from Teague in 1983. "She had a steadfast devotion to the Cog Railway and did a lot to keep it running during its turbulent times," he said. "For that day and age, she really was a pioneer for women in terms of operating a major tourist attraction in the North Country. I always had a lot of admiration for her." After selling the railway, Teague served as Mount Washington's postmaster for many years before retiring. She published a book about her life titled *I Conquered My Mountain*. While retired she remained active in her church, St. Paul's Episcopal Church in Lancaster, as well as taking an active role in her community. She was also a member of the Newcomen Society, the Daughters of the American Revolution, and major patron of the arts in the North Country. Teague served on the board of directors of the Weathervane Theatre and played an active role in promoting the theater since its inception in 1966. "The thing about Ellen for us, in theater terms, she was a real angel," said Weathervane Theatre Chief Executive Officer Richard Portner. "If there was a need she came to our rescue. She was a generous giver and activist in spreading the word about the theater. She was always there for us." In a telephone interview, Portner said one of Teague's many contributions is the theater's current indoor and outdoor lighting system as well as its outside decking. "This just an ex-

ample of one of many gifts," Portner said. Former New Hampshire Speaker of the House and neighbor Harold Burns said Teague was a good friend to his late mother Lillian. "She (Teague) often invited me to speak about politics at her home (across from Burn's Pond) at one of the many ladies group meetings he often held," Burns said. "There is no question she was a deeply religious woman of very high moral values and also a woman who endured and overcame some terrible losses." Teague also contributed to man other organizations in the community, including the Caleb Group, a volunteer interfaith caregiving organization that provides help to the area's need seniors. At a volunteer luncheon held last Wednesday at the Inn at Whitefield, a moment of silence was held in Teague's honor at the request of Executive Councilor Ray Burton, who had the announcement to the group that Teague had passed away. Burton called Teague, "a truly remarkable woman and tireless giver to the community." For many in the room Burton's announcement came as a shock. The funeral was held last Friday *(7/16)* morning at St. Paul's church and drew a large crowd of family, friends, acquaintances and supporters, including current and former employees of the Cog Railway and Weathervane Theatre. Teague is survived by three daughters: Margie Baker, Frances Blaggie and Anne Koop; a son, Charles Teague; a sister and eight grandchildren." *- Littleton Courier – Wed, Jul 21, 1999 pg. 1 & 7*



Ellen Teague Remembered: "The death last week of Ellen (Crawford) Teague severs a link between the old and the new of New Hampshire tourism and hospitality. As much as she helped usher in the new, Mrs. Teague was a product of the older, more genteel time when tourism seemed a more leisurely, slower-paced pursuit. Between them, Col. Arthur S. Teague and his wife operated and then owned the Mt. Washington Cog Railway for a good part of the last half of this century. Art Teague had worked at the famed attraction even earlier, in the 1930s, when he was a new engineering graduate from Clemson University. At the time, it was owned by Henry Teague (no relation) who had bought it from the Boston & Maine Railroad. Col. Teague brought the mechanical advancements to the mountain-climbing cog railway, including intricate switching devices that allowed for use of multiple trains on the single-line track, thus greatly increasing passenger numbers. But neither he nor Ellen tampered with the coal-fired, steam-driven engines that have been huffing and puffing their way up and down the mountain since 1869. (And, we are happy to see, the current owners feel the same way.)

The Teagues operated the last hotel atop the summit of New Hampshire's highest peak; and also kept cabins at the Base Station for tourists who wised to spend more than a few hours in such a beautiful, secluded setting. As with the area's other amusement attractions and grand hotels - including the Crawford House, the Mt. Washington, the Waumbek - the Cog operation was a family affair. The Teague family children worked there, along with generations of workers, both from the surrounding area and from a network of college students up and down the East Coast. In the late 1960s, Ellen Teague and her family underwent a series of devastating personal setbacks and business misfortunes. With great faith in her Creator and a big heart, she somehow managed to withstand them, always seeming more concerned about her Cog and "my boys" as she called her train crews than with herself. Ellen Teague was proud of her family heritage, which included a connection with Abel and Ethan Allen Crawford, pioneers who settled Crawford Notch and brought tourists to the area. As current Cog president Wayne Presby noted upon her passing last Tuesday, "she really was a pioneer for women, in terms of operating a major tourist attraction in the North Country." May she rest in peace in the shadow of her beloved White Mountains. - J. W. McQ." *- NH Union Leader - July 1999*

Tribute to Teague: "Letters to the Editor: "Few people were more dedicated to the beauties of the White Mountains than Ellen M. (Mrs. Arthur) Teague, a transplanted Philadelphia nurse who came to know the region and its people through a stellar career as a pioneering businesswoman. In partnership with her husband, Col. Arthur Teague, one of the most decorated heroes of World War II, and then on her own following his un-

timely death, Ellen Crawford Teague was a major player in the operation of the famous Mt. Washington Cog Railroad over many years. In her autobiographical book, *I Conquered My Mountain* (published in 1982), Ellen detailed highlights of her remarkable career as a mother and entrepreneur, a life beset by tragic family events that would have taken a heavy toll on a less strong and determined woman. An acquaintance said of her, "She was very strong-willed and defiant – at the same time she had a steadfast devotion to the Cog Railway during turbulent times. She was very, very tough." The direct descendant of a White Mountains pioneering Crawford family, Ellen was proud of her heritage and had the strength and fortitude to cope with the setbacks of one particular summer, 1967, when she lost her husband, and youngest daughter Lucy, through death and saw the Cog go through the agony of a fatal railway accident in which eight passengers on the ride to the "Top of New England" were killed. Ellen was equal to the burden placed upon her and served as president and treasurer of the mountain railroad for 16 years, a vital part of its history that began on July 3, 1869 as the world's first cog railway. Ellen Teague was an active supporter and patron of the arts in the North Country. We remember her for many things, not the least of which was her role as an equestrian, being a long-familiar figure at the Sugar Hill Horse Show and the Lancaster Fair, her daughters competing in riding events. My wife, Ruth, and I remember visiting Ellen at her home on Parker Road in Whitefield on several occasions, enjoying her hospitality at dinner feature vegetables from her own garden, and at a casual luncheon on her porch when old memories were revisited. We remember the log home she and her family shared close by the base station of the Cog. Former Gov. Lane Dwinell once commented, "Ellen Teague's fascinating life story comes as close to knowing her personality as is possible through the printed word." In her book, Ellen concluded her narration with the words, "This 1981 closing (of the railroad) was different for me. I had decided to sell the Railway but only when I found the person who would continue faithfully to preserve and operate Sylvester Marsh's unique enterprise as long as people want to ride to Mt. Washington's Summit. Then I will enter that mythical state of 'retirement.'" She was 69 years of age at the time, and her career as a working woman continued when she served as postmistress of the Base Station Post office for the U.S. Postal Service. Mrs. Teague left an indelible mark on northern New Hampshire.
-signed: Jack Colby – Lexington, Ky." (*Jack Colby wrote Mountain Musings column as Courier editor/ publisher)*

- Littleton Courier – Wed, Jul 28, 1999 pg. 5



- Littleton Courier - Wed, Jul 28, 1999 pg. 13A



Last push to the Summit (Summer 1999)
- Rand Peck Photo



September 29th

Cog Coach Flies to West Mountain: "The term flying boxcar on a more literal meaning last Tuesday *(9/29)* morning as Cog Railway yellow coach #4 was airlifted by helicopter from the Cog Railway Base Station to the summit of the new West Mountain expansion at Bretton Woods Ski Area. The 56 passenger 40-foot by 9-foot coach takes on a new role as a warming hut for skiers and snowboarders at the new mountain expansion, which opens up 24 more trails and glades for skiing and riding. The passenger car, which was retired last spring when all of the coaches at the Cog were replaced with 70 passenger coaches, is located adjacent to the new quad chairlift, which services West Mountain. "The Cog Railway was the first mountain climbing train in the world and now we have the first mountain climbing coach in the world," said Mount Washington Hotel and Bretton Woods Mountain Resort President Joel Bedor during a brief ribbon-cutting ceremony after the coach was deposited at the summit. Bedor said the idea to move the coach to the top of the mountain came from Bretton Woods ski Area Operations Manager Chris Ellms. "He suggested it was a way to tie all of our properties together. We owned the Cog Railway and after purchasing the Mount Washington Hotel the ski area and all the resort properties we felt it was a way to announce what we have here," Bedor said. Also participating in the ribbon cutting was managing partners Wayne Presby, his wife Susan Presby, and Cathy Bedor. Getting the 7,500-pound coach to the top of West Mountain was no easy task. Pilots and personnel from Carson Helicopters, Inc. were at the top of their weight limit in transporting the bulky coach. Yet upon arrival it was only a matter of minutes before the coach was on the round and round crews had removed the cables that was used by the helicopter to transport it to its new location. "This is the first time we have consolidated the resort and tied all of the properties together," Presby said during the ceremonies. "This is an historic moment for an historic coach." According to Presby, the coach will be renovated, insulated and heated with a wrap-around deck outside for the upcoming ski season. The coach, which is a replica of a 1900s coach, was built by the Cog Railroad staff in 1989 and has made over 1,000 trips up Mt. Washington. With the addition of West Mountain, the resort now boasts a total of 66 trails with a total of 330 acres of skiing, making it, according to Presby, the largest ski area in New Hampshire."

- Littleton Courier – Wed, Oct 6, 1999 pg. 1 & 10



- Littleton Courier Special - Wed, Dec 29, 1999 pg. 12A

October 15th – 18th

Fall reunion of Cog crew from 60s-70s held at the Mountain *(next page)*

October 18th

5th Grade to the Mountain: "Bethlehem News: "On Monday, Oct. 18, the 5th grade will visit the Cog Railroad and on Thursday, Oct. 21, the 6th grade will climb Mt. Willard."

- Littleton Courier – Wed, Oct 13, 1999 pg. 13A

November 20th

Those Inventive Aikens: "Those Inventive Aikens: Models, Machines & Mechanic-Inventors of 19th Century New Hampshire," a traveling exhibition about a family of inventors from Franklin. this exhibition organized by the N.H. Humanities Council. In conjunction with this exhibit, a seminar focusing on the entrepre-

1999





Steve Christy, Joe McQuaid, Gordon Champion , Bill Oedel, Larry Barrett, Dale Ann Eckert, Anne Koop & "Young" Pliney Granger pose for photos



Jitney, Jitney Jr., Mrs. Jitney & Young Pliney Granger review scrapbook (Oct 16, 1999)
- Photos above all Granger Family Collection



neurial legacy of the Aiken family, Nov. 20, 1-4 pm. Speakers: Boston University professor Richard Candee examines three generations of the Aiken family, how they dealt with the patent system and their relationships with other inventors. *(Prof. Candee told Jitney Jr in December 2018 that he found Walter Aiken "to be one of the more loathsome businessmen of the 19th (or 20th) century that I ever had to study. Examples of his business greed and ego, and lack of kindness to his family and others, abound.")*; Frank White of Old Sturbridge Village explains how Herrick Aiken and other 19th century N.H. entrepreneurs dealt with the patent system; and archaeologist David Starbuck describes Walter Aikens' construction of a series of locomotives for the Mount Washington Cog Railway. Admission to seminar is free." *- Boston Globe - Sun, Nov 14, 1999 pg. 14*



2000

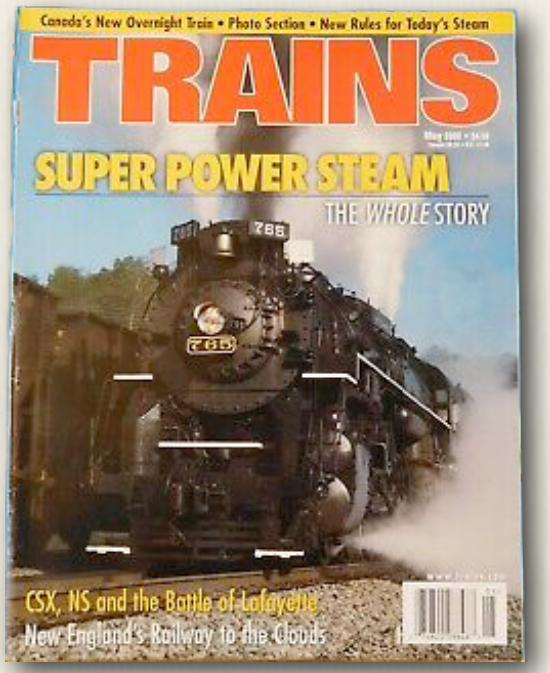
2000 Cog Ticket Prices

Adults	$44
Child (6-12)	$30
Child under age 6	Free on adult's lap
Senior 65+	$40

February 9th

Brusseau's Brochures: "Claude Brusseau, 91, passed away last week in Littleton. His modest obituary appeared in local papers and the Union Leader. It did not tell the real story of Claude's contribution to New Hampshire and particularly the White Mountains. Sure, he was a commercial artist who was paid for his work, but his work had a tremendous effect on the growth and development of tourism throughout the White Mountains. He designed the majority of the brochures for the hospitality industry and tourism organizations such as ours for many, many years. He designed brochures for Santa's Village, the Mount Washington Auto Road, Story Land, Lost River, Clark's Trading Post, Cannon Mountain, Loon Mountain, the Cog Railroad and many more. Literally millions of brochures were produced and distributed that carried his acronym CLB on them. He was the most prolific designer of his era here in the North Country. He participated in the design of the Old Man stamp in 1955 and has probably drawn and painted the Old Man of the Mountain more than any other person. I enjoyed working with him and will miss him, his humor, his friendliness and his love of the White Mountains. – signed: Dick Hamilton – White Mt. Attractions, N. Woodstock."

- Littleton Courier – Wed, Feb 9, 2000 pg. 9 & 10



May

"Climb Every Mountain" article by Charles Morrill *- TRAINS Magazine pgs 64-71*

May 14th

Moms Ride Free: "In honor of Mother's Day, moms can ride the world's first mountain-climbing railway free Sunday, May 14 with the purchase of a full fare adult or child ticket. Mother's Day trains will depart from the Base Station at 11 a.m. and 2 p.m. In addition to the Mother's Day offer, there will be guided museum tours led by Cog Railway historian and author, Donald Bray. Also, all moms, will be welcome to enter a drawing for a free overnight stay at the Mount Washington Hotel. Mount Washington Cog Railway excursions will be offered weekends only until May 21, with departures at 11 a.m. and 2 p.m. The Cog will also be operating May 22. On May 27 through May 29, trains will run hourly from 9 a.m. to 4 p.m. Group and senior rates are available, and special discounts on the first and last trains of the day are offered June 19 to Sept. 6.

- Littleton Courier – Wed, May 4, 2000 pg. 6B



- Littleton Courier - Wed, May 4 & 11, 2000 pg. 4B/6B

June 8th

Presby for the Senate: "Democrat Wayne Presby announced his candidacy today *(6/8)* for the District One State Senate seat. Presby has been an owner and operator of the Mount Washington Cog Railway and the Mount Washington Hotel & Resort for the past 17 years. He acts as the political liaison in Concord on issues affecting the tourism and hospitality industries. Presby and his partners have been successful in rescuing and preserving two of the legendary icons of the North



- Littleton Courier - Wed, Apr 12 & June 1, 2000 pg. 10A

Country – i.e. the Cog Railway and the Mount Washington Hotel. Born and raised in New Hampshire, Wayne lives in Littleton with his wife, Susan and his daughter, Abigail. A graduate of Lisbon High School in 1975, he attended Franklin Pierce College in Rindge where he graduated magna cum laude in 1979 with majors in English and History. Continuing his education, he attended Franklin Pierce Law Center in Concord and graduated in 1982. He is an inactive member of the New Hampshire Bar Association. His reasons for seeking public office, Presby said, are that he felt an obligation as a United States citizen to spend some portion of his life service the public. "During the past 17 years, I have concentrated all of my energies on preserving and promoting the Cog Railway and [more recently] the Mount Washington Hotel. I have always felt that it is the duty of every American who has had the privileges and benefits of US citizenship to dedicate some portion of their life to public service. I love the North Country. It is where I was born and raised, and therefore, I want to serve the people here. I am glad that I have had an opportunity to help make a success of the Cog Railway and the hotel. I would like to spread that success to the rest of Coös and Grafton Counties. I want to work hard to make sure that our district has strong, determined and diligent representation in Concord. The needs of the North Country are much different than the needs of the southern part of the state." Presby feels it is important to continue to create jobs and promote tourism as well as protect the logging industry and ensure that outside influences don't dictate the way our natural resources are used or administered. "We need to make sure that the North Country is not left out of the economic vitality which is occurring in the rest of the state. The North Country needs internet access, higher paying jobs and better roads. We need to make sure that our forests and lands are managed sensibly and in a way that preserves the logging industry. State Senate District One comprises Coös County and the towns of Bethlehem, Franconia, Lisbon, Littleton and Sugar Hill in Grafton County."

- Littleton Courier – Wed, Jun 8, 2000 pg. 11

June 18th

Dads Ride Free: "For every Dad who is happiest in his workshop or up to his elbows in some mechanical project, the Mount Washington Cog Railway has a Father's Day planned that is sure to please. On Sunday, June 18, Dads ride free with the purchase of a full fare adult or child ticket. Father's Day trains will depart from the Marshfield Base Station hourly beginning at 9 a.m. In addition to the Father's Day offer, rare, behind-th-scenes tours of the machine shop will be available and there will be guided museum tours led by Cog Railway historian and author Donald Bray. Also, all dads will be welcome to enter a drawing for a free overnight stay at the Mount Washington Hotel. Started June 17, Mount Washington Cog Railway excursions will be offered daily on the hour from 9 a.m. to 4 p.m. (8 a.m. to 5 p.m. beginning July 15). Train fares are $44 per adult and $30 per child age 6-12."

- Littleton Courier – Wed, Jun 15, 2000 pg. 7B

June 22nd

Musing on Helen Merrill: Mountain Musings: "Historian Helen Merrill (of Jefferson) muses that a North Country river by the name of Israels once had the moniker of Singrawac of Indian origin, "but that charming name does not appear now." Our Jefferson friend, who celebrated her 86th birthday in February 2000 and who has been a correspondent for The Courier almost as long as she can remember, (poetically) said that lumbermen piled the hemlocks and the hackmetacks by the streams so that: "When, with sounds of smothered thunder On some night of rain, Winter's weakened chain, Down the wild March flood bear them To the sawmill's wheel. Or where stream, the slave, shall tear them With his teeth of steel." Helen… has been a North Country legend, her early life including delivering milk from the family farm to hotels and the Cog Railway at Bretton Woods. Her life has included memorable traveling with her late husband, Lee, and then alone, visiting

the Philippines, around the world, and to Australia and Guam."

- Littleton Courier – Wed, Jun 22, 2000 pg. 15

July 8th

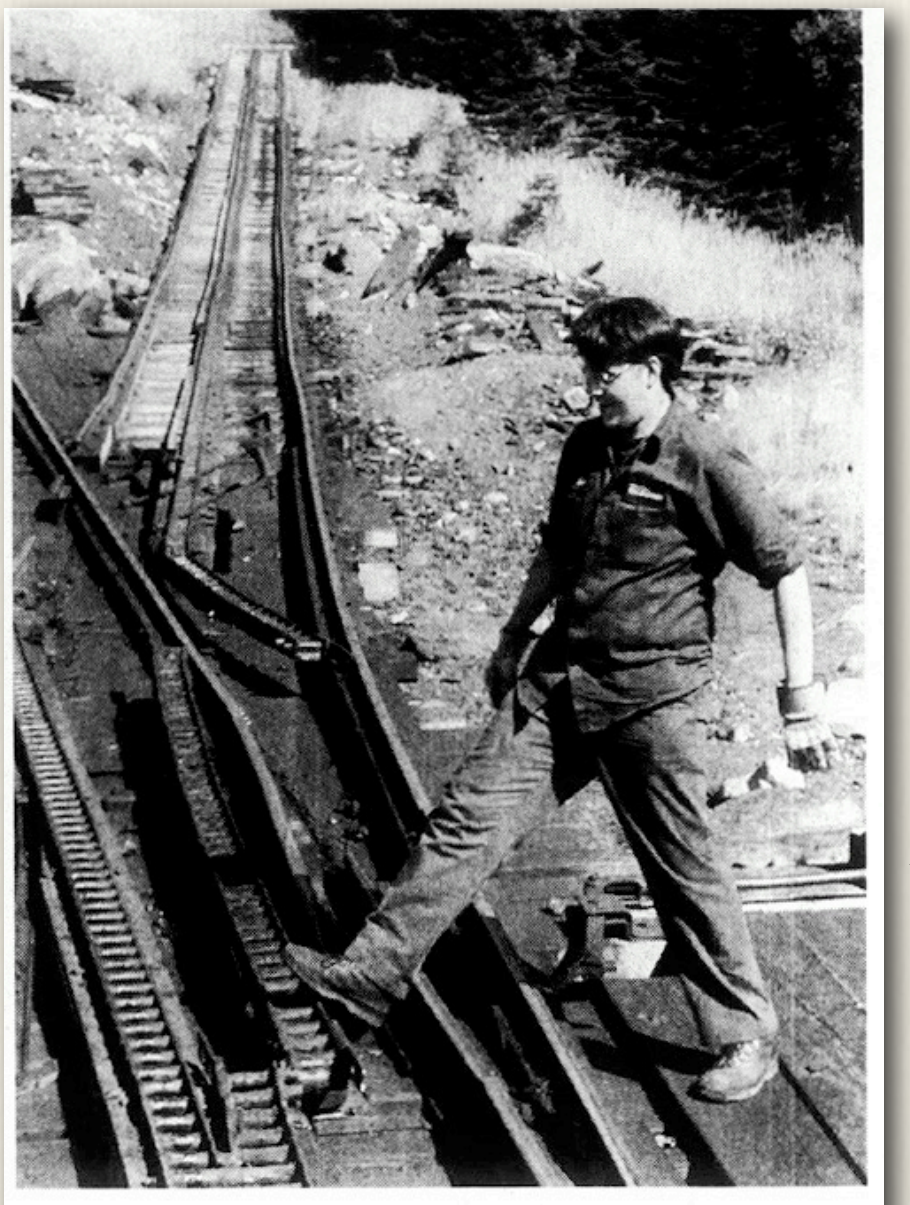
Family Day at the Cog: "Great family fun is what's in store at the Mount Washington Cog Railway Saturday, July 8. Children under 12-years old can take the three-hour journey on the first two trains and last two trains of the day for half price, when accompanied by an adult paying full fare. In addition to the special Family Day excursion offer, a full slate of activities will include a reading of "The Little Engine That Could," guided museum tours, crafts, games, prizes, and children's entertainment with Little Bobby Beanie the clown. For family-sized appetites, the folks at the Cog will offer a traditional cookout."

- Littleton Courier – Wed, Jun 29, 2000 pg. 7B

August 23rd

White Mountains Visitors Survey: "In an effort to assist the Mount Washington Cog Railway, the Institute for New Hampshire Studies is conducting visitor surveys in the White Mountain region to obtain information on visitor interests for future planning purposes. In addition, it is hosting small group discussions (focus groups) to obtain input from area visitors on their interests and to obtain feedback on proposed new area attractions. Discussion groups are scheduled to be held at the Mount Washington Hotels from 5:30 to 7:30 p.m. on Wednesday, August 23 and Thursday, August 24. In addition to being served food and beverage, participants will be paid $50 for their time and input. In commenting on the Institute's tourism research efforts, Dr. Mark J. Okrant, Director said, "We are very pleased to have the opportunity to work with the historic Cog Railway on this project. INHS has worked with a number of historic tourism communities and properties in the Northeast and we are looking forward to applying our tourism research resources in this effort." Cathy Bedor, partner of the Mount Washington Hotel commented, "We are pleased to be able to host these important discussion groups and look forward to welcoming old and new visitors alike. We are planning special social and entertainment programs those days for family members of the participants."

- Littleton Courier – Wed, Aug 17, 2000 pg. 3A



TOUGH JOB—Cog Railroad Brakeman Zak Erickson kicks lose one of the switches on the tracks near the midway point of the Cog railway. As brakeman Erickson has to lift the 9 moving parts of the complicated switching system at two points up the railway, two times on the first stop and two times on the second stop, as well as on the way down. The parts weigh between 150 and 300 pounds.

(Photo by Bill Flynn)

- Littleton Courier - Wed, Sep 14, 2000 pg. 13A

September 22nd

Mt Washington Commission Meeting: From the minutes, "Wayne (Presby) stated that the cog business was down only 2%. A survey of cog riders indicates that the users like the railway as it is. The survey could impact plans for the funicular. Perhaps capital improvement could focus on a new steam locomotive with a new track system rather than a funicular with a cable system."

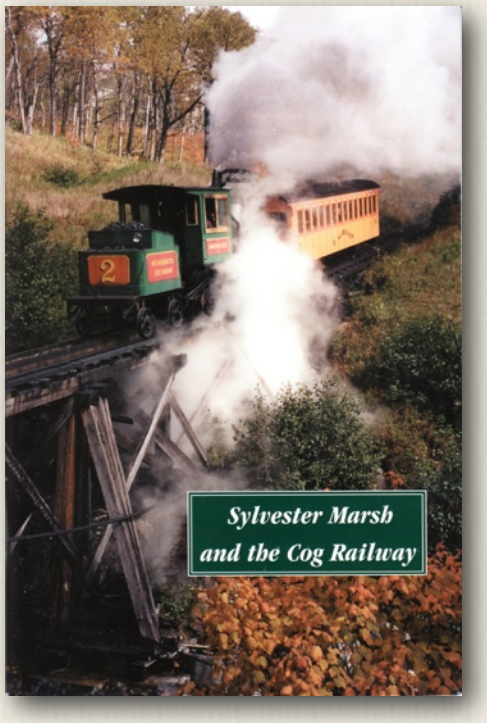
- See Vo. 4 Appendix: 2000 - "Putting the Fun in..."

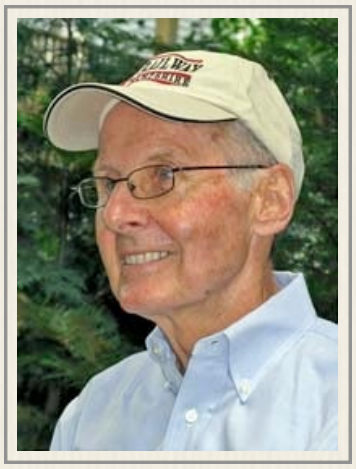
September 28th

Railfans Days Coming: "Boarding a Mount Washington Cog Railway excursion to the summit of the Northeast's highest summit is like stepping back in time to a world gone by…. When coal fired

men's dreams and steel rails mapped the course of civilization. Oct. 14 and 15, rail rans will have a chance to celebrate those times past with a variety of activities: tours of the machine shop, equipment demonstrations, special photo opportunities, guided museum tours with Cog Railway historian and author Donald Bray, and a premier book-signing of Sylvester Marsh and the Cog Railway with Dick Joslin, author and great-grandson of the inventor of the world's first mountain-climbing railway. On Saturday and Sunday, Oct. 14 and 15, a special "Railfans Train" will depart the Marshfield Base Station for the summit of Mount Washington at 7:45 a.m. and on Sunday at 3 p.m. The train will make unscheduled stops for photo opportunities and train operations viewing. The 9 a.m. train, both days, will offer discounts to adult passengers riding with an adult companion. Reservations are required. A special offering during Railfans Days, the first 500 Cog Railway passengers will receive a complimentary commemorative collector's patch. Also, a limited number of original pieces of 1869 Cog track will be available for sale. Mr. Washington Cog Railway excursions will be offered daily Sept. 23 through Columbus Day; schedules vary after Oct. 9 based on weather and conditions."

- Littleton Courier – Wed, Sep 28, 2000 pg. 9A





Marsh Great-grandson in Search of: Richard Joslin always knew who his great-grandfather was and what his claim to fame. "Sylvester Marsh is my great-grandfather," explains Joslin, who lives in Cambridge, Mass. Marsh is also the founder of the Mount Washington Cog Railway. "When I was growing up, I was always aware of who he was and what he did," Joslin said. But it wasn't until a little over a decade ago that he became curious enough about his great-grandfather to look beyond the family stories and the myths and legends of Marsh and see what gave him the drive to want to conquer Mount Washington. "I found that history books were repeating what previous generations had said," Joslin said. "So I decided to go back and do some research and found that the story was embroidered over the years." Seeking to set the history of the Cog back on track, Joslin *(right)* published a booklet in 2000 called *Sylvester Marsh and the Cog Railway.* "There is a surprising amount of information available," Joslin said. "He spent all his adult life (being written about) in newspapers and as you may know, the Cog became a retirement project for him. He thought it would be great to play with a railway." *http://thecog.com/cog_news.php?page=marsh*

October 12th

Candidate Presby on the Trail: "Everyone knows that Wayne Presby is running for state Senate. The 500 or more bright red and white signs his followers have planted all over the North Country are proof of that. Everyone also knows that he is part owner of the Mount Washington Hotel. So the cynical electorate has made up its collective mind that Presby has one agenda in mind: Legalized gambling, bringing pots of gold to the hotel, which had its first year-round season last year. Not so, says Presby, "I could care less whether we get gambling or not." Presby admits that many people think that his candidacy is promoting gambling as a tourist attraction at the Mount Washington Hotel. "But we're not convinced that having slot machines at the hotel is a good fit for the family environment that we promote all the time. We're not pushing for this. The last thing we want to do is reposition the business as a place for gaming rather than as a place for families to enjoy the scenery, the outdoors. We don't picture the hotel with a lot of slot machines and kids roaming around. However," he insists, while not ruling out the hotel, if they have it [gambling] in the south (of New Hampshire), then we should have some place for it up here. If they don't have it there, we don't need it here." He adds, "What I'm about is protecting our tourist industry up here, of keeping things fair." Presby, who declared allegiance to the Democratic Party just two weeks before the filing deadline last spring, explains that he has been a "strong supporter" of Gov. Jeanne Shaheen as well as other Democrats all along. Then, when he contacted the Republican party, he was told that Harold Burns of Whitefield, former Speaker of the House, was already their candidate. So, Presby said, he filed as an unopposed Democrat. "Everyone talks about Burns' experience," Presby says. "But, he was in the House with 400 members. The Senate is entirely different. It's only got 24 members." And speaking of experience, Presby said that when he went into the hotel business, he went in "cold" with no experience in the tourist trade. "We turned those businesses (the Hotel & the Cog) around in a year."

Time to decide: Voters' Guide to

State Senate, District 1
Candidate Questionnaire

ISSUE	**Name: Harold Burns (R)** Age: 73 Education: High School Pertinent Professional Experience: Founder of Burns Insurance Agency; Speaker of NH House, 1990-1996.	**Name: Wayne Presby (D)** Age: 43 Education: Lisbon High School '73; Franklin Pierce College '79; Franklin Pierce Law Center '82 Pertinent Professional Experience: Member, NH Bar Assoc. (inactive); Co-owner, Mt. Washington Cog Railway, Mt. Washington Hotel & Resort; Bretton Woods Ski Area.
What solution do you favor for solving the school funding issue?	I favor Fred King's SB 462 which is before the State Supreme Court. I will look at all options.	Any solution must reduce property taxes and provide fairness throughout the state, but I will not support a plan that hurts the north country's economy or disproportionately taxes the North Country. I want the chance to utilize the economic modeling tools and the final report of the Governor's Blue Ribbon Commission on Taxes to get more information on the impacts of various tax mechanisms.
Where do you stand on gun control?	Against it.	Our gun control laws are adequate. I support the law on safe gun storage passed last year and signed by the governor.
What is your opinion of President Clinton's proposal to stop road building in the White Mountain National Forest?	Against it.	I oppose it without the consultation or input of the NH citizenry. People in this district understand and have demonstrated they can properly manage this renewable resource and provide recreational opportunities to a large number of competing interests.
Do you think the North Country is susceptible to sprawl? If so, how would you address it?	I think the North Country has done a good job with local control.	While we do not and will not have the same problems as the state's southern tier, we do have some unique problems. One is that the national forest puts development pressure on other, unprotected land. Each community should develop its own master plan. I support the Land and Community Heritage Investment Program (LCHIP) and will work to direct its assistance to the North Country.
What is your position on casino gambling?	Against it.	I do not support it. However, if the legislature decides to allow it in specific sites in the southern part of the state, I will be adamant that the North country not be left out. We are dependent on tourism dollars. We should be able to participate in a video lottery if allowed in the southern part of the state.
Where do you stand on the death penalty?	Favor it.	I believe it serves as a major deterrent to crime.
Do you support or oppose Home Rule, and why?	If you mean control of schools I favor home rule. I do not approve of towns passing laws so that each town would have different laws, for example, laws governing logging.	I support it. It will give communities the ability to adopt measures and deal with problems on a local level.

- Littleton Courier - Wed, Oct 16, 2000 pg. 8A

October 15th

Railfans Weekend Water Tank: "Several hundred railroad enthusiasts converged upon the Cog Railway over the weekend of Oct. 14-15 to celebrate the Cog Railway's annual Railfans weekend. Railfans enjoyed guided museum tours, self-guided visits to the Cog's machine shop, equipment demonstrations, and special "photo ops" during a scheduled Railfans' train, which departed twice each day. Unlike a regular ride on the Cog Railway, the Railfans' train allowed additional unscheduled stops for taking photos and viewing train operations. For an additional fee by prior reservation two visiting railfans took advantage of the Cog's offer to ride up



Photographer Alan Thomas captures No. 4 Chocorua pushing Coach No. 9 off the transfer at the Cog shops. (Aug 6, 2000)
- Alan Thomas photo / Benjamin Campbell Collection via MWCRy FB page

with the engineer (in the cab.) Cog Railway historian and author Donald Bray was on hand to provide insight into the history of this first mountain climbing train in the world. Joining Bray was author Dick Joslin, the great-grandson of Cog Railway inventor Sylvester Marsh. Joslin was on hand to promote his new book highlighting the history of the railway, Sylvester Marsh and the Cog Railway. According to Cog Railway General Manager Charlie Kenison, well over 500 railfans visited the Cog on Oct. 14 with the first 500 passengers receiving a complimentary commemorative collect's patch. Also, a limited number of original pieces of 1869 track were for sale, along with other collectibles. A highlight of the weekend was a visit by Ed Clark of Littleton, who was a general manager of the Cog Railway from 1974-76. If Clark is any indication the saying that "once you are a cogger you are always a cogger" must be true. Over the years Clark has maintained his ties to the railway and continues collecting the history of the Cog. He also cares very much about the Railway. When he heard that the Cog needed a new water tank at the base station, he stepped in to help out. Clark through his friend Ken Curran heard about two water tanks that sat on an estate in Littleton, once owned by William B. Dickson, a Pennsylvania native who made his fortune in the steel industry under Andrew Carnegie. After some negotiations Clark acquired the two water tanks and donated one of them to the Cog. According to Curran, the towers date back to the original estate, which was built in the earl to mid-1900s by Dickson. Dickson was able to buy the land and purchase the estate from a $1 million bonus given him by Carnegie. Curran, who was born on a farm adjacent to Dickson, remembers called the "Dixie" as a young boy. The tanks were taken down in October 1999, with Clark noting they were in remarkable condition for their age. One of the tanks was transported to the Cog



where Cog Railway Engineer Rob Maclay, after some refurbishing work, built new supports. Soon the new tower was freshly painted and installed in place at the base of Marshfield station. Clark along with Maclay, Joslin and General Manager Charlie Kenison was on hand *(previous page)* Oct. 15 to dedicate and christen the new water tower in a short ceremony in which Clark broke a bottle of champagne over the tower base."

- Littleton Courier – Wed, Oct 26, 2000 pg. 1C & 2C

November 7th

Burns by 400: "One closely watched and hotly contested seat (in the 2000 election) was in District One, where Harold Burns of Whitefield managed to hang on and defeat Democrat Wayne Presby of Littleton. Burns, 73, came out of his own retirement to claim the seat, which has long been in Republican hands. Presby estimated that he spent close to the $40,000 ceiling allowed for the primary and general elections. Both sides seemed to pull out all the tops in the last two weeks, as voters received phone calls originating in Iowa urging a vote for Presby and direct mail from both parties. Presby sent glossy four-color pieces, while the state Republican Party sent out fuzzy black-and-white mailings accusing Presby of conflict of interest and of supporting a range of new taxes. Burns won by only about 400 votes out of the over 19,000 cast – 51 to 49 percent victory. "We made a fine showing based on everything they threw at us," Presby said, referring to the support Burns gained from incumbent Republican officeholders, former legislators, and the state Republic party's direct mail campaign. "I'm not sure that I'd want to run again," Presby said on Wednesday *(11/8)* morning. "I'd have to think long and hard about it. Folks have to live with the representatives they have in government. Maybe they're not ready for me." *- Littleton Courier – Thu, Nov 9, 2000 pg. & 9A*





Putting water into the No. 6 Kancamaugus on the transfer (2001)
- Alan Thomas photo / Benjamin Campbell Collection via MWCRy FB page

2001

2001 Cog Ticket Prices

Adults	$44
Child (6-12)	$30
Child under age 6	Free on adult's lap
Senior 65+	$40

January 25th

Mt Washington Union?: "For employees at the Mount Washington Hotel & Bretton Woods Mountain Resort, a key issue they have faced over the past few months is whether they should join a union. Ever since last September union organizers from the United Food & Commercial Workers International Union, local 1145, have been meeting with employees at the resort to discuss the benefits of the employees joining the local union. According to local union representative Mark Peabody of Milan, the union was invited to the resort by a group of employees who felt there was a need to organize. They wanted information and advice. Peabody said that at first union officials were optimistic about getting the workers unionized. He said a positive sign came from Mount Washington Hotel & Resort CEO Wayne Presby, who in his bid for the state Senate last year made it clear that he was pro-labor. Peabody said that Presby also filled out and signed a questionnaire that said he was pro-labor. "During his campaign Wayne Presby said many times that he was pro-labor," Peabody said. "He [Presby] seemed so positive that in September the UCFW and the AFL-CIO gave Presby their endorsement and support in his Senate bid. A lot of union workers spent time supporting his campaign. For him to suddenly turn against this is just unbelievable." Peabody said that during a campaign stop, when asked by the president of the AFL-CIO, Mark McKenzie, about his thoughts if a union were to come into the resort, Presby responded by saying if the employees wanted a union he would not stand in their way. However, Mount Washington Hotel employee Ray Poulin, who has been a central figure in getting a union organized at the resort, the at-

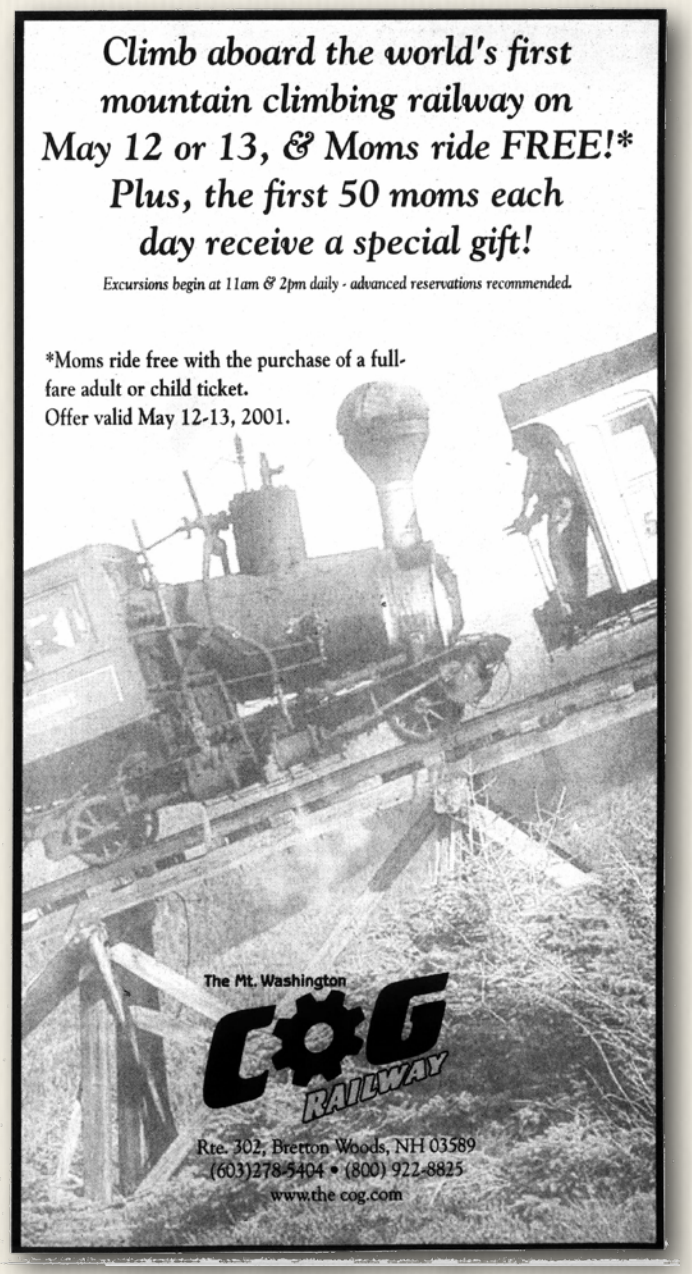
mosphere by management at the resort has changed. As a result, last Wednesday *(1/17)* and Thursday *(1/18)*, Peabody, and three other members of the UFCW were station outside the hotel's entrance, handing out union leaflets. Meanwhile Poulin is under suspension with pay under "disciplinary measures" for what he claims is his active role in meeting with employees and trying to convince them to unionize. That claim is refuted by Mount Washington Hotel & Bretton Woods Mountain Resort president Joel Bedor. "There are certainly other issues involved here that are currently under investigation. His [Poulin's] suspension is definitely not because of his strong union stance or because he has been passing out leaflets to his fellow employees." Bedor said he would not get into the circumstances of the suspension and could not comment further. According to Bedor, the partners and owners have been fair to their employees. "I feel we are pro-labor," Bedor said, "We are pro our own staff. We always work closely with them. We value our employees and I feel we are capable of working with them and helping them as well as meeting their concerns. We feel that a union would not benefit our employees and staff and that we can do a better job ourselves." Bedor said that just because Presby allegedly said he was pro-labor did not necessarily mean that he was pro-union. "I think there is a difference there, but you would have to ask Wayne about it." In interviewing several employees at the hotel, it appeared that employees in guest service or the hospitality end of the business had concerns about unionizing, while laborers and some maintenance workers were supportive of a union."

- Littleton Courier – Thu, Jan 25, 2001 pg. 1 & 12A

February 23rd

NLRB Investigation: "The National Labor Relations Board is investigating the Mount Washington Hotel for possible violations of federal law after charges were filed by Local 1145, United Food and Commercial Workers Union (UFCW) last Friday *(2/23)*. (T)he unfair labor practice charges allege that the "grand Hotel has been intimidating and interfering with their employees federally protected right to organize into their own collective bargaining unit." The labor board is currently interviewing witnesses regarding the allegations that the hotels management suspended and fired workers in retaliation for exercising their right to join the UFCW. In response to the charges, Hotel General Manager/Director of Hospitality George Issac Garcia issued a written statement Monday evening disputing the allegations. "We are aware of the unfair labor charges being brought against the Mount Washington Hotel & Resort," Garcia said in the statement. "We dispute the issues and allegations that have been raised and attest that nothing inappropriate has occurred. The Hotel & Resort is responding to the National Labor Relations Board regarding these allegations and it would be inappropriate to discuss the matter further pending the NLRB's investigation into these claims."

- Littleton Courier – Thu, Mar 1, 2001 pg. 1 & 10A



- Littleton Courier - Wed, May 3 & 10, 2001 pg. 13A

April 28th

Cog Opens: "As much a sign of spring as the first sighting of a robin or the budding of daffodils in the garden, the year's premiere excursions of the world's first mountain-climbing railway, on April 28, proclaim the arrival of a new season on Mount Washington. The Mount Washington Cog Railway… has been offering passengers 3-hour round trip journeys to the top of the northeast's highest peak since 1869. The Mount Washington Cog Railway is slated to begin operations for the season with weekend excursions starting April 28. Trains will run at 11 a.m. and 2 p.m. only, through May 20. On Memorial Day Weekend, trains will run hourly from 9 a.m. to 4 p.m. From May 29 to June 15, midweek excursions depart at 11 a.m. and 2 p.m. Weekend trips will run hourly from 9 a.m. to 3 p.m. Starting June 16, excursions will be offered daily on the hour from 9 a.m. to 4 p.m."

- Littleton Courier – Thu, Apr 19, 2001 pg. 6B



- Littleton Courier – Thu, Jun 7, 2001 pg. 11B

June 7th

Cog Operational Efficiency: "News Item: Cog Railway exploring ways to increase efficiency of operation. After hearing what the public had to say about a proposal to significantly alter the operation of the historic Mt. Washington Cog Railway, railroad officials have opted to stick with what has worked for the past 130 years. Cog officials told the *Coös County Democrat* last month that rather than switch to a new type of train, with different engines, track, and passenger cars, the Cog will continue to run and maintain its coal-burning fleet of engines, while at the same time look for ways to make the operation more efficient. One key component of the Cog's efficiency plan will be the construction of a new 1500-foot "passing loop" or track, which would allow ascending and descending trains to continue up or down the mountain without stopping for one another, as is currently the practice. The loop, which would feature automatic switches at each end, would significantly reduce the time it takes for a round-trip ride to the summit, thus allowing passengers extended time at the top of the mountain. At present, passengers only stay atop the mountain for 20-25 minutes. Cog officials added that a consultant would also be looking into the possibility of converting the Cog's fleet of engines from coal burning to oil-fired devices. Such a conversion would not only reduce operating expenses, but also eliminate the telltale clouds of black smoke, which rise skyward from the engine during each trip up the mountain. The smoke is often perceived as being visually unattractive and extremely unfriendly to the environment. Last summer and fall, while Cog officials mulled over a proposal to modernize the railway operation, they sought and received valuable input from White Mountain visitors (Okrent study) and the general consensus of the public was that the Cog should not change its way. "Overwhelmingly, the public said to leave things alone," said co-owner Wayne Presby of Littleton."

- Littleton Courier – Thu, Jun 7, 2001 pg. 2B

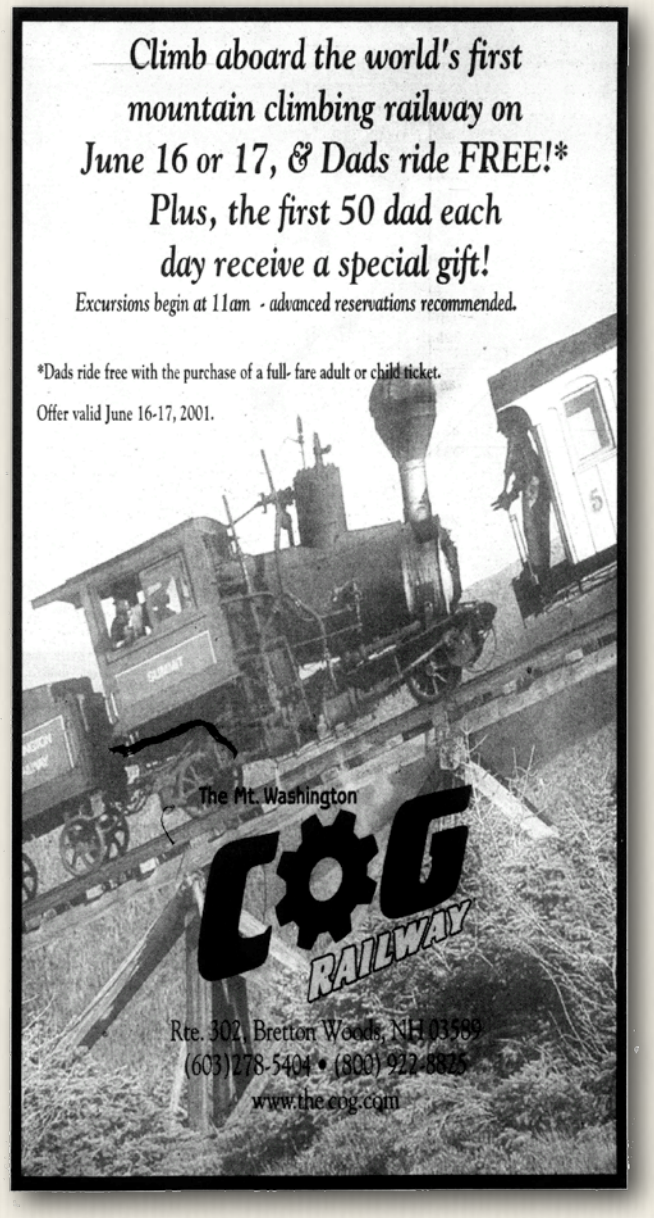
June 22nd

Local Ownership Promotion: "In celebration of 10 years of prosperity under local ownership, the general partners of the Mount Washington Hotel have decided to turn back the clock and offer 1991 rates Friday, June 22 and Saturday, June 23. As it was in 1991, $200 per couple, per night, will include superior accommodations, a sumptuous four-course dinner and hearty breakfast buffet daily. A welcome reception with the owners Friday night, June 22, will allow guests to meet the partners and discuss what the last 10 years have involved. "We are very proud of the fact that this historic property is privately owned by four New Hampshire families," says General Partner Cathy Bedor. "This is a 'they-said-it-couldn't-be-done story….' Buying a property 10 years ago at FDIC auction and making it thrive when so many could not. This is our dream-come-true."

- Littleton Courier – Thu, Jun 7, 2001 pg. 13A

July 7th

$10-dollar Kids: "Great family fun is what's in store at the Mount Washington Cog Railway Saturday, July 7 and Sunday, July 8, 2001. Children under 12-years old can ride on the Cog Railway for only $10, when accompanied by an adult paying full fare. In addition to the special Family Day excursion offer, a full slate of activities will include a reading of "The Little Engine That Could," face painting, a coloring contest, games, prizes, and children's entertainment with Mo the Clown and Ju Ju Bee the Clown. For family-



- Littleton Courier – Thu, Jun 14, 2001 pg. 15A

sized appetites, the Cog staff will offer a traditional cookout. Train fares are $44 per adult and $30 per child age 6-12"

- Littleton Courier – Thu, Jul 5, 2001 pg. 7A



July 10th

Cog Becomes a "Cozy" Plot Point: Mystery writer Parnell Hall includes both the Auto Road and the Cog Railway as White Mountain sites for his characters to traipse through. A traffic jam at the Base Station as a train unloads nearly gives a suspect a chance to escape the surveillance of private eye Stanley Hastings. *Publishers Weekly* found "Ingenious plotting and a hefty dose of humor offset an underlying silliness in Hall's 14th novel, *Cozy*, featuring his New York City PI, Stanley Hastings. Stanley and his henpecking wife, Alice, slip away for a week's vacation in the New Hampshire mountains while their son, Tommie, goes off to his first sleep-away camp in Vermont. Unfortunately, after all his tiring hiking and less than romantic nights at the Blue Frogs Inn with its paper-thin walls, Stanley finds himself on a busman's holiday when two guests at the B and B are murdered. The first victim, gorgeous blonde Christine, is poisoned in the middle of the cocktail hour while sharing a booth with lean, handsome Lars her boyfriend (or is it husband?). Just a day or two later a nosy tourist, Mrs. McInnerny, is found in her room with a kitchen knife sticking out of her chest. Since Pinehurst, the local police chief, is incompetent, Stanley must take over the investigation. Eventually, a frisky dog and a dour cat come into the picture, not to mention blue frogs of every nature, particularly those on the guest-room doors. The coziness often verges on gooeyness, while the author makes no effort to convey the beauty of the mountain setting. The book's real strength is its plot, which has a certain crazed logic that will keep most readers turning the pages. The B and B chef's yummy recipes are also a plus." Parnell Hall was presented with the Life Achievement Award by the Private Eye Writers of America at the 2015 Shamus Awards banquet. Happily, this coincided with the publication of *A Fool For A Client*, his 20th Stanley Hastings private eye novel.

- Amazon.com

September 5th

A "Parting of the Ways": "In what management is calling an "amicable parting of the way," Mt. Washington Hotel General Manager George Isaac Garcia has been relieved of his duties after less than a year on the job. Joel Bedor, president of the corporation and lead operating partner, will assume the position of general manager. When the Colombian-born, multi-lingual Garcia was hired earlier this year, the hotel touted his extensive background in the luxury hotel business. Earlier this week Jere Eames, one of the resort's general partners, said Garcia was brought on board in the hope that he would bring the hotel up another notch and put it in the class of the five-star hotels he has been affiliated with in the past. But, said Eames, despite many talents and an impressive background, Garcia's management style was unsettling to employees. "The staff wasn't happy," Eames said, "Morale had slipped." In a Courier interview earlier this year, Garcia said his goal was to make the resort the best in New Hampshire and by 2002 "the finest resort in the country." Eames acknowledged the partners were looking for a manager who had the expertise to take the resort to the next level. "We want to be the best in the business and recognized for it. But we don't want to be so good that our staff is driven right into the ground." Garcia at time displayed the attitude that "what you did yesterday didn't count." And that was the one component of his management style that didn't mess with the Mt. Washington culture, said Eames. He noted Garcia brought positive changes to the hotel in terms of improved organization and management techniques, getting the physical



- Littleton Courier – Thu, Aug 2, 2001 pg. 12B



H2o Tank Car: *Dave Moody: "Tank was used to fill Waumbek tank (a mile up the hill). The spring was running dry that summer and we had to fill the tank from the brook and haul it up to Waumbek siding. The train would sit at the top of the siding and dump the water down to the tank via a 3 inch (?)PVC pipe." (Oct 2001)*
- Alan Thomas photo / Benjamin Campbell Collection via Mt. Washington Cog Ry FB page

plant in better condition, and bringing a more professional look to the staff. Eames said there was no rancor between Garcia and the partners and he was confident Garcia would move on to another good position within the industry."

- Littleton Courier – Thu, Sep 5, 2001 pg. 1 & 10A

September 29th

Union Election Postponed: "The National Labor Relations Board (NLRB) ordered postponement of last Friday's *(9/29)* union election at the Mount Washington Hotel and Resort after the union filed unfair labor charges against the hotel. A spokesman for the NLRB said postponements of this type are not unusual and the election will likely be rescheduled at a future date once the allegations are investigated and resolved. In its most recent filing the union alleges that employees have been hindered, restrained, and intimidated; there has been improper surveillance of union activities; threats to retaliate against employees who favor the union; failure to comply with terms of a previous NLRB settlement; and failure to provide an accurate list of names and addresses of eligible voters. About 350 of the resort's employees were expected to vote last Friday on whether they wanted the United Food and Commercial Workers Union, Local 1445, to represent them. With this latest development, the relationship between union organizers and management, which has been tense from the start, now appears to have evolved into one of open hospitality. Management contends that the new allegations of unfair labor practices represented an act of desperation on the part of the union, because organizers knew the election was a lost cause. "They have lost the hearts and minds and wallets of our staff," said Jere Eames, one of the resort's general partners. "Now they are hoping for some miracle." Mike Peabody, an organizer from Milan who has been actively promoting the union at the resort for the past 18 months, acknowledged there was some truth to those charges, "I will concede that we have seen an erosion of our support in the last three weeks," he said. "We saw it as being very close." Eames also charged the union organizers with being highly insensitive to the mood of employees and guests following the terrorists' attacks on the U.S. on Sept. 11. "On Friday, a national day of mourning, they were out there (in front of the hotel) with their pitiful signs, grubbing for votes. Our staff didn't appreciate that one bit." Eames said employees are so disgusted with the union organizer's tactics, that a petition is circulating at the hotel asking that the union discontinue activities there. Over 200 employees have signed the petition, he said."

- Littleton Courier – Thu, Oct 5, 2001 pg. 1 & 10A

October 13th

Cog Railfan Days: "Boarding a Mount Washington Cog Railway excursion to the summit of the Northeast's highest summit is like stepping back in time to a world gone by when coal fired men's dreams and steel rails mapped the course of civilization. On Oct. 13 and 14, railfans will have a chance to celebrate those wonderful times past with a variety of activities: Tours of the machine shop, equipment demonstrations, special photo opportunities, guided museum tours, and a book-signing of Sylvester Marsh and the Cog Railway with Dick Joslin, author and great-grandson of the inventor of the world's first mountain-climbing railway. On Saturday and Sunday, Oct. 13 and 14, a special "Railfans Train" will depart the Marshfield Base Station for the summit of Mount Washington at 7:45 a.m. and on Sunday at 3 p.m. The train will make unscheduled stops for photo opportunities and train operations viewing. The 9 a.m. train, both days, will offer discounts to adult passengers riding with an adult companion. Every train, starting with the 9



a.m. excursion, will offer a unique experience for one person to ride with the engineer. Reservations are required. The first 500 Cog Railway passengers will receive a complimentary commemorative collector's patch. Also, a limited number of original pieces of 1869 Cog track will be available for sale.

- Littleton Courier – Thu, Oct 10, 2001 pg. 16A

December 6th

Base Road Development: "Two new subdivisions and a new Lake Carolyn are in the works at the Bretton Woods Mountain Resort. Landscape architect James Kennedy of Etna and Wayne Presby, one of the resort's owners appeared before the Carroll Planning Board at is last two meetings, one on Nov. 1 and the other last Thursday (Dec. 6). At last Thursday evening's meeting, Presby and Kennedy had informal conversations about two new subdivisions. The first one off the Base Road will be brought before the Board in January 2002 and includes 10 duplex units and six single-family lots. A new Lake Carolyn, designed to replace one of that name on the Mount Washington Hotel side of Route 302 that was blown out by the infamous 1938 Hurricane and became a wetland, is being proposed across the highway from Fabyan's Restaurant. "The Hotel has no water amenity," explained Presby. Paddle boats, a trout habitat in which guests could learn to fly fish, windsurfing and a small beach area could all be developed on a 5.5-acre lake, some 600 yards from Route 302. The proposed lake should tie together three existing ponds and include shallow edges and a 20-foot depth to keep the water cool enough for catch-and-release trout habitat. Since the nearby Ammonoosuc River is a fourth-order stream, the state would impose rigorous requirements. The potential for a more moderately priced housing development on the flat near the lake is in the conceptual stage. Building a scenic and useful covered bridge over the Ammonoosuc River in the future would provide an additional access to the ski area and allow better traffic circulation." *- Littleton Courier – Thu, Dec 12, 2001 pg. 3A*



Cogger Paul Forbes & Company's Cog Railway exhibit: *"For several years, around 2001, Doug (Smith), Ernie (Gardiner) and I manned a booth at the Big E train show in Springfield, Mass. This was our display. Primitive by the standards of today! (Editor's note: Neither Smith nor Gardner worked for the Mt. Washington Railway but had a good time with their friend, Paul at the show.) (~2001)*

- Paul Forbes Collection

2002

2002 Cog Ticket Prices

Adults	$49
Child (6-12)	$35
Child under age 6	Free on adult's lap
Senior 65+	$45

Newly designed ***transfer switch*** is built and ***installed*** at the Base. Engine #9 receives a sprag clutch and feedwater heater. *http://www.cog-railway.com/03timeline.htm*

March 7th

Conditional Approval & Plowing On: "Conditional approvals were given to three projects presented by Wayne Presby of the Mount Washington Hotel Preservation Limited Partnership at site review hearings at the March 7 Planning Board meeting. The green light was unanimously given to an expansion of the Bretton Woods Ski Area Base Lodge and a new First Aid Building, to an enlargement of the parking area at the Mount Washington Hotel and the creation of a new service board, and to the Lake Carolyn Recreation Area and Boat House. A new entrance (to the Hotel) would be created that would run from the Base Station Road near the Madison Mountain Development to the sprawling hotel that will celebrate its 100th anniversary this year. A new lot would be created for employees, and all delivery trucks would be required to use the new entrance, rather than coming up the old front drive directly off Route 302. Bill Mahoney inquired as to who would be responsible for plowing the new access road. He said that he fears that the new service entrance will create a lot more traffic, making the Base Station Road a lot more dangerous, particularly in the winter when it accommodates both snowmobilers and cross-country skiers. Chairman Allen Strasser read aloud two letters the Planning Board had received from members of the Stickney Circle and Mt. Washington Place Homeowners Associations, both concerned with plowing and maintaining the Base Station Road. The associations believe that their members should not have to pay to plow a state road for the benefit of the hotel in addition to the large property taxes that they pay for what they believe are low services. After Mr. Presby and homeowners on hand had discussed the issue, agreement was reached that the Mount Washington Hotel would assume all responsibility for plowing the Base Road up to is new entrance. Mr. Presby also pledged to the homeowners that he would try to set up a meeting with Executive Councilor Ray Burton to ask for the state's help in maintaining and plowing the Base Road. The Board approved the application with the understanding that the Hotel will plow the Base Road up to the new entrance, starting Jan. 1, 2003, if the state has not agreed to take over winter maintenance."

- Littleton Courier – Thu, Mar 20, 2002 pg. 12A





March 30th

New Base Switch: Work begins preparing the site of the new hydraulic switch (with one moving part) at the Base. The track is removed where the loading platform was located *(left & above)* ahead of pouring concrete foundations for the switch that will trains to move onto the spur line to the shops. The switch was designed by Chief Engineer Al LaPrade (retired from the Portsmouth Naval Shipyard). The new automated switch has a very heavy duty design and weighs 100,000 lbs. compared to the old switches that weighed some 10,000 lbs.



Switch Foundation: *Outer wall towards Ammonoosuc poured - Time to set forms for concrete that will hold the new switch mechanizem (2002)*
- Alan Thomas photo / Benjamin Campbell Collection via Mt. Washington Cog Ry FB page

April 7th

Trains of NH History: "Train enthusiasts should make tracks for the Museum of New Hampshire History on Sunday, April 7, from noon to 5 p.m. to enjoy Family Fun with New Hampshire Railroads and Trolleys, sponsored by the Mount Washington Cog Railway. The event features activities for all ages, including live music, railroad art, and talks on train topics. While you're at Family Fun with New Hampshire Railroads and Trolleys, be sure to sign up for a chance to win two free tickets for the Mount Washington Cog Railway, one of the unique trains of the world. Visitors to the family fun day will receive a voucher for discounts on Mount Washington Cog Railway tickets. You can see the original model of the Cog Railway in the Museum of New Hampshire History's ongoing exhibition New Hampshire through Many Eyes. The model was used to persuade investors to back construction of the Cog, commissioned in 1865 by Sylvester Marsh, the railway's inventor."

- Littleton Courier – Thu, Apr 3, 2002 pg. 13A

April 15th

Boiler Inspection: Matthew M. Griffith of the Hartford Steam Boiler Inspection & Insurance Company visits the base station and finds "No adverse conditions" on the No. 2, No. 3, No. 4, No. 6, No. 8, No. 9 and No. 10 locomotives. He issues one-year certificates of operation without a hydrostatic test of the pressure vessels.

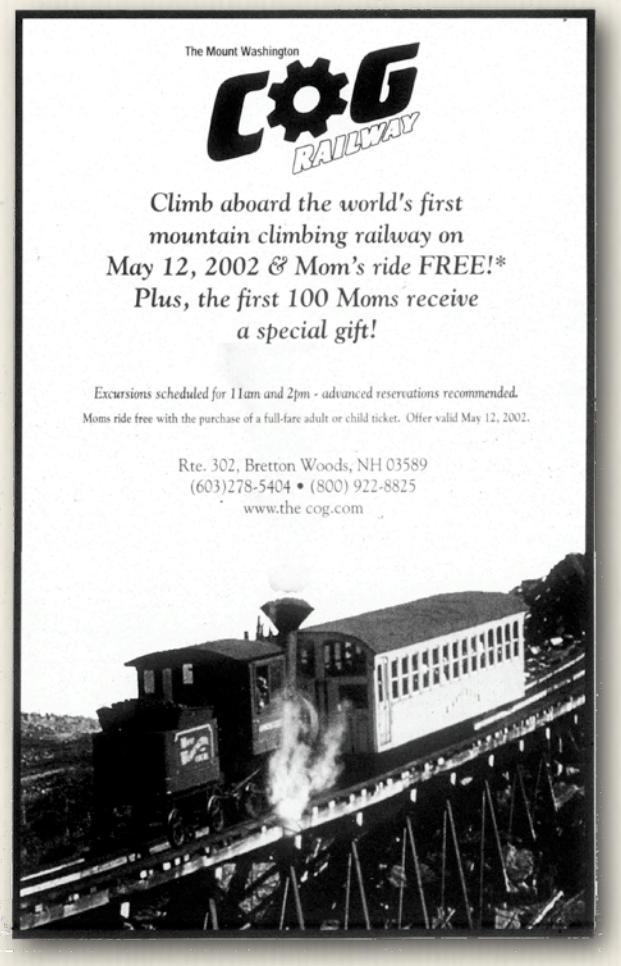
April 17th

New Paper: "Mountain Musing: *The Ammonoosuc Times* had its inaugural issue as a free publication of news features and advertisements which it announced would be continued "on a bi-weekly" basis. Teaming up for this enterprise are Jim McIntosh of Lisbon, not unknown in area publishing circles, as Editor/Publisher, and Doug Waites of Bethlehem, advertising manager (formerly a brakeman on the Mt. Washington Cog Railway). The name of the new sheet reminds us of the very first weekly newspaper in the region, *The Ammonoosuc Reporter*, established July 1852 – *the Courier* is the last in a line of nine weeklies, coming on the scene in 1889. The bugaboo of all editors, the typographical error, cropped up in the fledgling issue of *The Ammonoosuc Times* when it reported that the statue will be installed on the library lawn in June of 2001 – it obviously meant 2002. Such is the life of an editor."

- Littleton Courier – Thu, Apr 17, 2002 pg. 8A

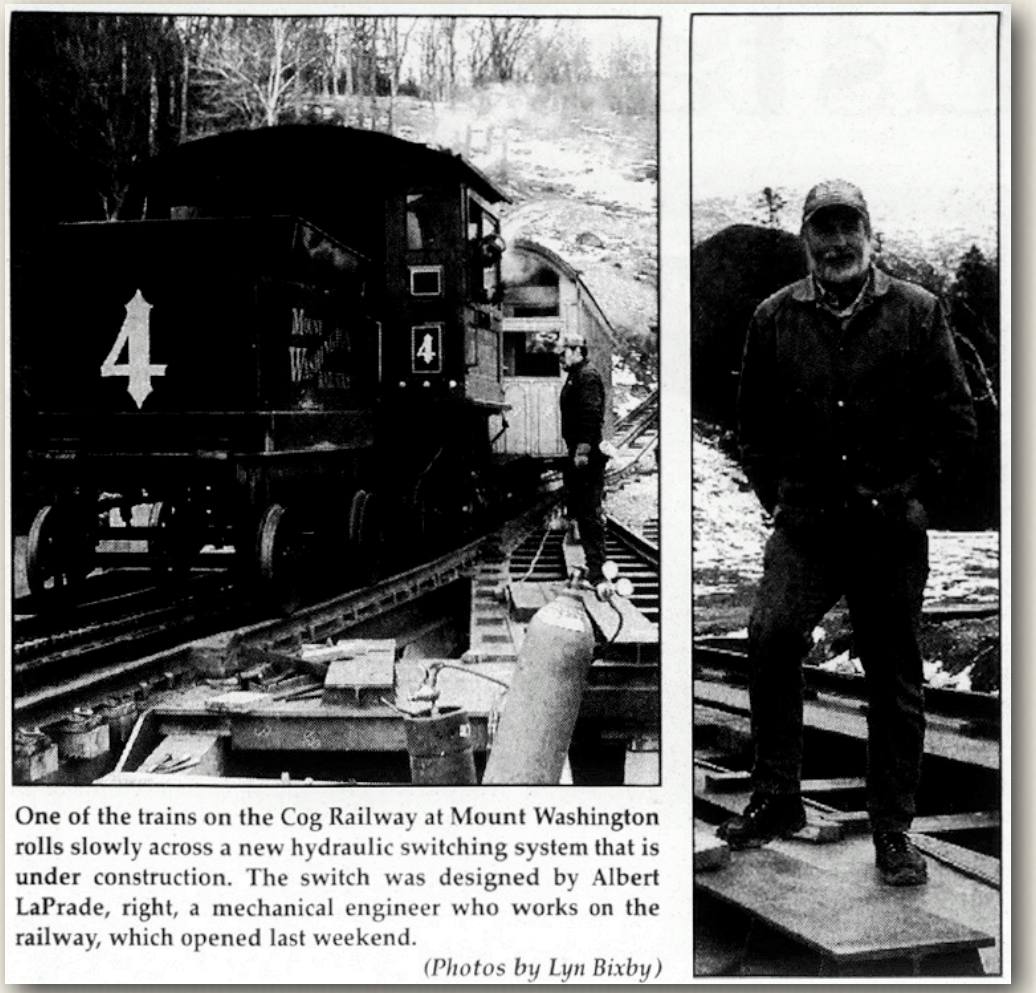
May 8th

New Switch Nudges 21st Century: "The people who work on the Cog Railway have a goal, to modernize the quaint 133-year-old beast without having it show. Many passengers, particularly Europeans, like the gritty smoke and the smell from the coal-fired steam engine as it crawls three miles up the mountain, according to Albert LaPrade, a cog engineer who has also worked the train as a brakeman and fireman. What they complain about most, he said, is the limited



- Littleton Courier – Thu, May 1, 2002 pg. 3A

time they have at the 6,288-foot summit – only 15 to 20 minutes – before the train heads back down. The other big complaint, he said, is the three hours it takes to make a round trip. The owners of the railway are responding with a $750,000 project to speed up the operation by replacing cumbersome hand-operated track switches at the base and at two sidings on the mountain with modern hydraulic switches, which were designed by LaPrade. He described the old switches as "the most complicated in the world." To move from the main track to a siding, he said a brakeman has to climb down from the train and move nine different parts on the switch, including on that weighs about 100 pounds. Then, after the train passes to the siding, the brakeman has to do it all over again. He said the new switching mechanisms will operate with the push of a button and should give people more time at the summit by allowing the railway to speed up its operation. In addition to installing new switches, he said, the two mountain sidings will be replaced this summer with passing tracks that loop off the main track and return to it. The loops will allow trains heading in opposite directors to pass each other without stopping and waiting at sidings, he said. LaPrade's new switching system should also provide an extra margin of safety. The cog suffered a tragic accident in 1967 when one of the old complicated switches was not set properly and one of the trains jumped the track, killing eight people. When the railway opened in 1869, it did not have any switches. LaPrade said the first switches were installed in the 1940s so that two trains could use the track at the same time. Although (Cog inventor Sylvester) Marsh is long gone, he provided inspiration for the switches developed by LaPrade this spring. LaPrade, a mechanical engineer by training, said his switches incorporate features from switches Marsh used on a railway he designed in 1890 on Mount Rigi in Switzerland. *(Ed note: this is odd as Sylvester Marsh died in 1884)* "More than 30 years later, we're still using some of Sylvester Marsh's idea," LaPrade said. Because so many people ride the cog railway for its old-world charm, "We're trying to modernize it without having it look like it was modernized." LaPrade's new switches, in addition to improving safety and speed of operation, will have another consequence after installation is completed this year. They should allow aging railway employees to stay on the job after they can no longer heft 100 pounds." *- Littleton Courier – Thu, May 8, 2002 pg. 7B*



One of the trains on the Cog Railway at Mount Washington rolls slowly across a new hydraulic switching system that is under construction. The switch was designed by Albert LaPrade, right, a mechanical engineer who works on the railway, which opened last weekend.

(Photos by Lyn Bixby)

- Littleton Courier – Thu, May 8, 2002 pg. 7B

May 12th

Moms Ride Free Again: "On Mother's Day Weekend, all moms will ride the Mount Washington Cog Railway for free with the purchase of a child or adult full-price fare. Spending time together as a family is a great way to show mom that she's appreciated and an excursion on the Cog Railway is a fun and interesting adventure for all family members. Special Mother's Day guided museum tours are available on request on Sunday, May 12. Mother's Day trains will depart at 11 a.m. and 2 p.m."

- Littleton Courier – Thu, May 8, 2002 pg. 15A

Presby in 2002?: "The race for the district 1 State Senate seat is heating up. Republican State Rep. John Gallus of Berlin threw his hat into the ring on Monday *(5/12)* afternoon at a press conference held to announce his candidacy for the seat soon-to-be-vacated by Sen. Harold Burns of Whitefield. One Littleton resident, Jerry Sorlucco, has already declared for the Democratic nomination. Cog Railway and Mt. Washington Preservation Corp. partner Wayne Presby of Littleton, who ran a Democrat against Burns in 2000, has told several political observers that he has considered running a second time for the District 1 Senate seat, but this time as a Republi-

can. His concern that mixing business and politics are not a good idea apparently is keeping him from throwing his hat in the ring." *- Littleton Courier – Thu, May 15, 2002 pg. 2A*

June 19th

Mt Washington Commission Meeting: From the minutes, "Wayne Presby, President of the Cog reports that the 1st new automated switch has been designed, constructed, and installed at the base. The switch was built by Issacson Steel. Another switch is slated for installation above Waumbek for next year. These new switches will allow for more time on the summit by rail passengers. Wayne also reports that the transition from coal-fired boilers to oil is underway for three locomotives. Wayne is planning on winter operation to Waumbek by the year 2006





Switch installed - spur to shop under construction (June 25, 2002)
- Alan Thomas photos / Benjamin Campbell Collection / MWCR Fb

June 26th

Summit Lights: "If all goes as planned, the lights will stay on after July 1 in the Sherman Adams Building atop the summit of Mount Washington. The state of New Hampshire has concluded negotiations with WMTW-TV in order to assume its lease with Dartmouth College to cover the buildings and equipment atop the summit, including the transmitter building with its three generators, the Yankee building, and three antennae. The deal's paperwork will be hand carried this morning (June 26) to the Governor and Executive Council meeting by State Parks and Recreation Director Rich McLeod for action. The state Mt. Washington Commission has been negotiating with WMTW since April 2001, when the television station announced that it would move its operations to a mountain in Maine. At that time, the commercial enterprise said its appraisers valued the equipment and facilities at $5.5 million. Under the deal finally struck, $2 million will be paid over the next 10 years. If all goes as planned, lease subcontractors will pick up this tab, except in the first year of operation in which on-hand funds in the Mt. Washington Fund account will be tapped, said McLeod. "We expect it to be a wash," he explained. The state will operate the facilities and users are expected to pay all costs after the first year. The deal also includes the use of a No. 1 kerosene fuel tank farm need to run the generators located on the nine-acre parcel owned by Dartmouth College. The state owns 59 acres atop the mountain. Sublessees will pay the state for their share of the use of the facilities and electricity. These entities include Verizon, NHDOT, the FAA, the Mt. Washington Observatory, Pinnacle Towers that operates government radio frequencies, WHOM-FM radio and WPKQ. The Cog Railway does not use electricity on the Summit."

- Littleton Courier – Thu, Jun 26, 2002 pg. 2A



- Littleton Courier – Thu, Jun 26, 2002 pg. 14B

July 7th

Jitney hosts "A Cog Gathering" at his home in Danville

July 10th

Another Term for Bedor: "Catherine L. Bedor, a resident of Littleton, has



been reappointed to the New Hampshire Historical Society's Board of Trustee's. The board directs the work of the state's premier organization for preserving and sharing New Hampshire history. Bedor has served on the board since 1997. She is a co-owner of the Mount Washington Hotel and Resort, the Cog Railway, and the Bretton Woods Ski area, chairs the historical society's trustee affairs committee and serves on the finance and major gifts committees. She is one of five trustees on the society's board. "These individuals bring with them an abundance of experience and knowledge, providing guidance in the society's efforts to help individuals and their communities use New Hampshire history to solve contemporary problems," said Virginia Szymanowkski, the society's acting executive director. "We greatly appreciate their commitment to enriching the state's cultural future and civic life." The society operates the Museum of New Hampshire History and the Tuck Library, one of northern New England's outstanding historical research facilities."

- Littleton Courier – Thu, Jul 10, 2002 pg. 6B



- Littleton Courier – Thu, Aug 7, 2002 pg. 14B



- Littleton Courier – Thu, Jul 17, 2002 pg. 14B

July 17th

Cog to be Modified for Skiers: "If all goes as planned, the Cog Railway could become the North Country's most novel ski attraction. During the winter of 2004-2005, the historic railway is slated to be able to carry skiers from the Base Station – elevation, 2,6000 feet – up to the Waumbek Tank area – an elevation, 3,800 feet, according to Joel Bedor. He owns the en-

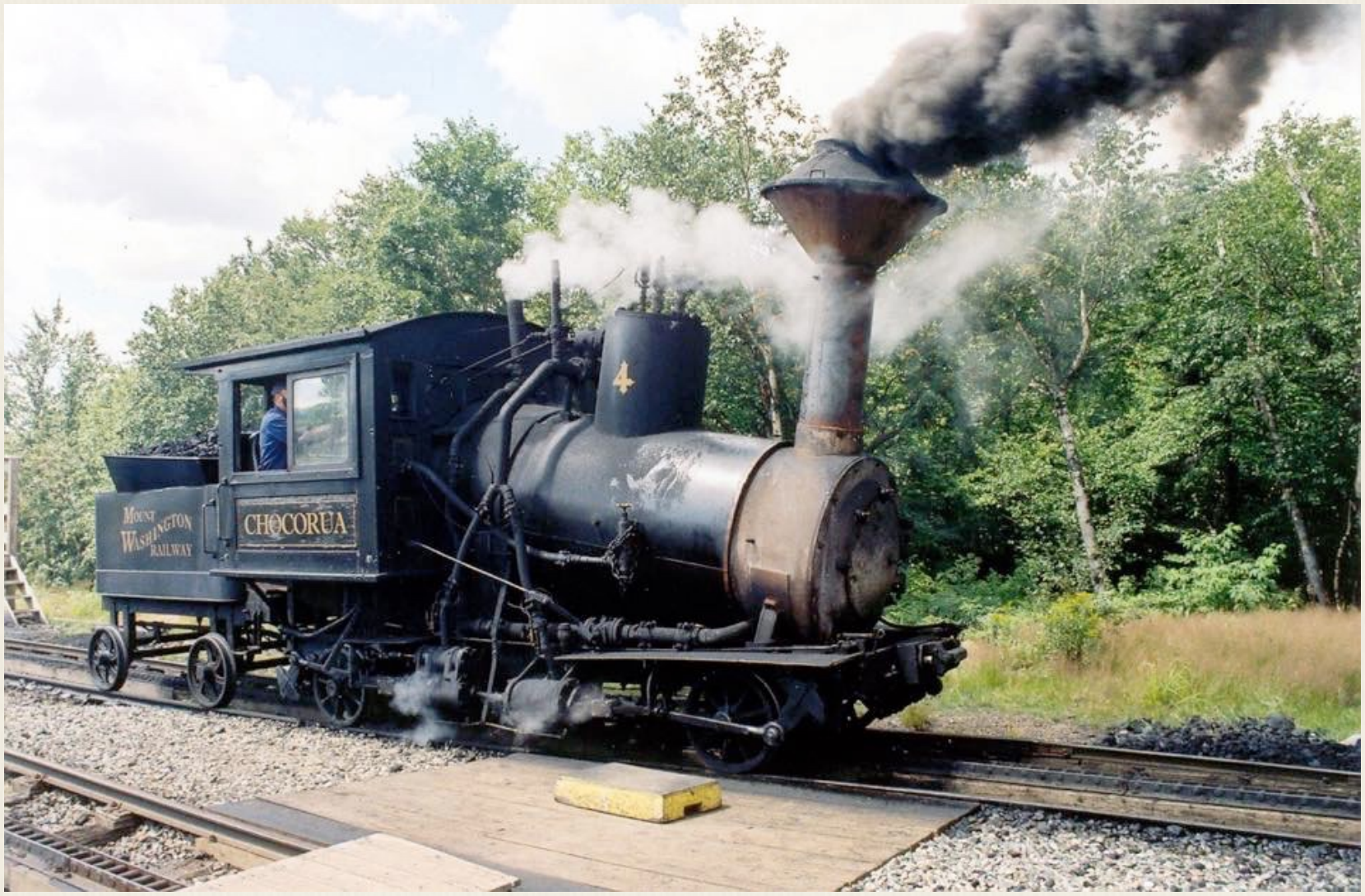
terprise with his spouse, Cathy, along with Wayne Presby, his wife, and his parents. Researchers at the University of New Hampshire are now investigating how best to retrofit the coal-fired boilers in the Cog's locomotives so that they can efficiently burn oil. Burning coal would serve to smudge the snow. Bio-oil is apparently one of the formulations that UNH scientists are considering. To satisfy those customers who prefer to stick with long-standing tradition, at least a couple of coal-burners would remain in service over the summer months, Bedor explained. Once the technical aspects of converting to oil are solved, the actual retrofitting of most of the locomotives would be done during the winter of 2003-2004. The work would likely be done right in the Cog's own maintenance sheds by the 15-man crew, all under the eye of operations chief Charlie Kenison, formerly of Jefferson. Some "re-contouring" or flattening out of the beginning stretch of track and the adjacent slopes would also be undertaken. Other changes are also being considered. With no need to load up on coal, passengers could board further down the slope, closer to the start of the track. Ski racks would likely be mounted on the outside of the passenger cars."

- Littleton Courier – Thu, Jul 17, 2002 pg. 10A



In storage along the old B&M right-of-way - passenger cars and former employee cabins (October 2002)
- Alan Thomans photo / Benjamin Campbell Collection via Mt. Washington Cog Ry FB page





- Eric Austin Collection via MWCR Facebook page

2003

January 22nd

Ninety Miles Per Hour: "As a sport that is gaining new enthusiasts every day and bringing riders and their dollars to the North Country economy, snowmobiling is also creating some friction and raising questions about safety, behavior, and landowners' rights. "The snowmobile industry is killing itself," said Brian Hadlock of Hadlock Insurance. As machines are made to go faster and faster, he observed, more landowners register complaints and more trails get closed. Formerly the president of Littleton's snowmobile club, the Off-Road Ricers, Hadlock no longer rides because of family and business commitments, but he assists Fish and Game in safety and law enforcement. Law enforcement officials have had a busy season already, as the state's third and fourth snowmobile-related deaths were recorded this Sunday *(1/19)*. The penalties for operation of a snowmobile while impaired are now exactly the same as for a motor vehicle. Speeding on the trails is being combated in the same way as on the highway: radar. Snowmobilers should not be surprised to find a field officer from Fish and Game posted along the trail with a radar gun. Many trails are posted for allowed speed. Any law enforcement official, including local police, can enforce the rules. "We do not tolerate unsafe operation," said Scott Daine, president of the Off Road Riders, who is a snowmobile dealer. In the Littleton club, safety infractions or disregarding trail rules could result in a member being dismissed from the club. Recently, a snowmobiler was clocked by radar doing in excess of 90 miles per hour along the Cog Railway trail. "If that had been a member of our club," Daine said, "we would have taken some kind of action, which could be as severe as dismissal from the group."

- Littleton Courier – Wed, Jan 22, 2003 pg. 11A

February 9th

Fire on the Mountain – Again: "A fire destroyed a power-generating facility on top of Mount Washington Sunday *(2/9)*. The area was evacuated, and for the first time in 70 years, there were no people on the summit. "The safety of our staff and volunteers was the number one priority in our decision to evacuate," said the Mount Washington Observatory's Executive Director John Hammer in a statement Sunday. With frigid tem-

peratures and winds in excess of 100-mph forecast for the next few days, safe transportation to and from the summit was in question. "Although a 24-hour period without power or heat could be endured," Hammer said, "the onset of extreme weather beyond that timeframe would be unsafe." The fire was discovered around 4 p.m. and knocked out power to all summit facilities. The four-person crew at the observatory was unharmed. The power facility, which housed two large diesel generators, was located on the southern end of the summit cone, approximately 500 feet from the Sherman Adams State Park Building. The generators were responsible for providing power to the Mount Washington Observatory as well as the numerous transmitters and antennas located on the mountain, including those owned by WHOM-FM, WPKQ-FM, and dozens of state, federal, and private organizations. By late Monday afternoon officials said heat had been restored to the observatory. They said they hoped that by the end of the evening power would be supplied to the entire facility, as state officials were transporting a large temporary generator to the summit. A longer-term back-up generator was to be transported to the summit Tuesday *(2/11)*. In 1908 a devastating fire destroyed five buildings on the summit, including the Summit House which served as a hotel, the U.S. Army Signal Station, the Stage Office, the building housing the newspaper Among the Clouds, and a car shed for the cog railway. The only building to survive the 1908 conflagration, according to Peter Crane, Director of Observatory Programs, was the old Tip-Top House. He said Sunday night was the first time since 1932 that the summit was not staffed by weather observers. That year, Crane said, the summit was first occupied on a year-round on a year-round basis *(since the Signal Station was abandoned in 1892).*

- Littleton Courier – Wed, Feb 12, 2003 pg. 1A & 10A



Bunker Boys: *2002 2003 sometime after Bill Bedor. Photo taken by Nigel Day.* ***Jon Sykes:*** *"Couple characters right there."* ***Jean LaPrade:*** *"I have that picture on the wall - gift from Nigel."* ***Dave Moody:*** *"They were a 'bit rough' around the edges!"* ***Sykes:*** *"Can't remember their names but we had to bust their balls constantly at the bunker. They had one speed, slow"* ***Nigel Day:*** *"The one on the right was John. Don't remember the one on the lefts. I took the picture like that because it reminded me of some of the 1920's pictures of that time."* ***Mark Sodergren:*** *"Nigel, the one on the left is Leslie... He yeilded from up in Stark."* ***Paul Forbes:*** *"John Forbes (no relation!)"* ***Moody:*** *"So the John character was sent up to paint Halfway House and took a day to do it. Keith and I were at Halfway House the next week and there was about 10 empty beer cans under the building from Johns' day of "painting". :)"* ***Brian McMinn:*** *"In a building 'exactly level' on stitches and stone John did ok! I'd say about a guzzle of beer every time the brush dipped into the can. Gareth stated during paint job: "What the hell is next? Jack it up and pour a foundation?" (2002-2003)*

- Nigel Day photo / Doug Waites Collection / Cog WWT fb

February 24th

Coal to Heating Oil?: "The Cog Railway locomotives chugging up to the summit of the Northeast's highest peak will be powered by heating oil instead of coal starting next year. The trains still will run on steam but without using the coal that causes wear and tear on the trains, the environment and on some passengers' patience. Visitors who book a ride... frequently are showered by hard, burning cinders. "I think people are enthused about the fact that it's coal, but once they're exposed to coal, some of that mystique goes away," said the railroad's owner, Wayne Presby. The first of the railroad's seven trains refitted to burn heating oil *(No. 9)* will begin running next year, with more to follow if the initial changeover goes well, he said. For now, the railway uses about 1,500 tons of low-sulfur coal each season. (T)he coal used by the locomotives emits large particles and cinders, which produce thick black smoke but don't linger in the air as long. "It's a dirty fuel and I don't mean in terms of what goes into the air necessarily, but what drops to the ground," said Presby. The cinders and coal dust extend as far as half-mile in either direction of the cog railway, and over the years have accumulated to depths of as much as three feet beside some sections of the track, he said."

- Lewiston (ME) Sun Journal - Mon, Feb 24, 2003

Conversion in 135th Year?: "Hikers who summit Mount Washington can't miss plumes of black coal smoke that pour from the locomotives chugging up the mountain. And visitors who book a ride on the Mount Washington Cog Railway can't miss the hard, burning cinders that shower the trains – and sometimes passengers' hair, jackets and faces – during



The No. 9 Waumbek wired with sensors to test efficiency of heating oil as a fuel (2000's)
- Alan Thomas photo via Benjamin Campbell via MWCRy FB page

the three-hour trip. That's all about to change, as the cog railroad's owners switch from coal to cleaner-burning heating oil to power the railroad's seven locomotives up and down the 6,300-foot mountain, said the railroad's owner, Wayne Presby. The trains will still run on steam but without using the coal that causes wear and tear on the trains, the environment, and on some passengers' patience. "I think people are enthused about the fact that it's coal, but once they're exposed to coal, some of that mystique goes away," Presby said. The first of the trains refitted to burn heating oil will begin running in 2003, with more to follow if the initial changeover goes well, according to Presby. The cog railway currently uses about 1,500 tons of low-sulfur coal each season, which lasts from early May to early November. Environmental groups and researchers say the switch is a food first step, but a few said natural gas or other clean fuels would make better choices. "This cog railway is in an incredibly pristine environment," said researcher Kevin Gardner of the Environmental Research Group at the University of New Hampshire. "I think heating oil will be a big improvement over the coal they've been burning, which is not ideal, but it's certainly not as far as they can go." "The Cog," as it's usually called, has attracted visitors from around New Hampshire and beyond since it opened for business in 1869. As the first cog railroad in the world, it was photographed and written about by national magazines and newspapers, encouraging worldwide curiosity about the so-called "railway to the moon" built up the precipitous slopes of Mount Washington. The railroad has burned coal for most of those 134 years *(Ed note: since 1910 so about 92 years)*. The trains invented by a Midwestern meatpacking mogul who got lost in a storm while hiking to the summit, originally burned firewood to build up steam that drove the engines. But its owners soon switched to coal and stayed there, despite several failed attempts in the 1930s and 1950s to switch to oil, according to Presby. Ultimately, one past owner *(Ellen Teague)* wrangled an exemption from the 1972 Clean Air Act for all steam locomotives in New Hampshire so the railway could continue using coal, according to the railroad's Web site.

But after Presby and his business partner Joel Bedor, who also own the Mount Washington Hotel and Resort, bought the railway in 1983, they started thinking about making a switch. Difficulties with burning oil in engines built for coal, however, delayed the transition until more advanced technology made refitting the engines feasible. For now, Presby and Bedor use an expensive, low-sulfur coal imported from South America at more than $100 a ton (high-sulfur coal typically used to fuel electric power plants costs about $30 a ton) to cut down on emissions of sulfur dioxide, which causes acid rain, Presby said. Coal used by power plants, which is ground into a fine dust before being burned, tends to hang in the air after combustion and contribute to air pollution, he said. But the coal used by the locomotives emits large particles and cinders which produce thick black smoke but don't linger in the air as long, according to Presby. "It's a dirty fuel and I don't mean in terms of what goes into the air necessarily, but what drops to the ground," he said. The cinders and coal dust extend as far as half-mile in either direc-



The No. 9 Waumbek would eventually make it to the summit burning fuel oil, but did not become a permanent member of the fleet. She went back to coal. (2000's)
- Nigel Day photo via Mt. Washington Cog Ry FB page

tion of the cog railway, and over the years have accumulated to depths of as much as three feet beside some sections of the track, Presby said. He and Bedor want to switch to heating oil to cut down on maintenance problems caused by the glass-hard cinders, which scour the trains and foul other equipment, contributing to the company's $1 million annual maintenance costs. And they want to create a cleaner railway for their workers and passengers. They also want to clean up the smoke they produce, Presby said, "Instead of reacting to the environmental curve, we'd like to be proactive," he said. Presby could not provide any information on how much pollution – including smog-causing nitrogen oxide, acid-rain causing sulfur dioxide and particulate matter – would be produced by burning heating oil instead of coal. Heating oil probably contains about the same amount of nitrogen oxide as the low-sulfur coal the railway now uses, said V. K. Mathur, a professor of chemical engineering at the University of New Hampshire. It does contain less sulfur than most types of coal, and less particulate matter to cause smog. "My guess is it will probably help emissions," he said. Some environmental groups are less than impressed. Catherine Corkery of the Sierra Club suggested that compressed natural gas would burn cleaner than heating oil. "Considering that air quality levels on top of Mount Washington can be worse than they are in Concord, there are probably other alternatives to adding more particulates to the other bad air there," Corkery said.

- Littleton Courier – Wed, Feb 26,2003 pg. 15A

March 6th

A Powerline to the Summit: "Preliminary plans have been made to bring a primary electric powerline from the Cog Railway Base Station to the summit of Mount Washington. It would replace the on-site mountaintop generators destroyed in a fire on Feb. 9 that burned down two buildings atop the 6,288-foot mountain, the highest in New England. Slated for being implemented in 2004, the Cog Railway would provide the path for power. A special armored cable would be run up the mountain under the tracks, using Cog locomotives to pull it into place. Speaker Gene Chandler of Bartlett testified before the House Public Works Committee in favor of floating a $2 million bond issue to pay for the project last Thursday *(3/6)*, according to Rich McLeod, director of parks and recreation of the state Department of Resources and Economic Development. A damage assessment of current conditions on the summit is well underway, and the project would include removing some contaminated fuel from the mountaintop. Back-up power would be provided on the summit; two 299 kW generators are already available for installation later this spring, McLeod said. Two 30 kilowatt generators are temporarily providing power to both the Yankee and Sherman Adams buildings. The Mount Washington Commission met on March 5 in Concord and voted to recommend this solution. The commission is made up of representatives from specific stakeholders, including the Mount Washington Observatory, the U.S. Forest Service, the Auto Road, the Appalachian Mountain Club, the state Division of Parks and Recreation, and the Mount Washington Cog Railway. Chandler attended the March 5 meeting, and McLeod said he had made the round trip to the summit twice since the fire, once the day following the devastating fire and once when he accompanied Hal Ridgeway of the Federal Emergency Management Agency, better known as FEMA. The state expects to apply for FEMA funds, hoping that these monies could be used to cover costs not covered by the state's own catastrophic insurance policy, which carries a $1 million deductible. Asked about rumors that the costs of emergency work and cleanup on Mt. Washington could draw monies away from parks operations all over the state this year, McLeod emphatically said, "Those rumors are completely untrue! No other parks' operations will be affected." He specifically scotched local concerns that operations on Mt. Prospect at Weeks State Park in Lancaster would be affected.

- Littleton Courier – Wed, Mar 12, 2003 pg. 12A

March 31st

No. 10 Out of Service: Boiler inspector Matthew M. Griffith declared the Col. Teague's 45-year old boiler "out of service until repairs can be affected." Exactly what repairs needed to be done was not specified on the pressure vessel inspection report filed with the N.H. Department of Labor. The Numbers 2, 3, 4, 6, 8 & 9 locomotives receive operating certificates as "No adverse conditions" were found.

2003 Cog Ticket Prices

Adults	$49
Child (6-12)	$35
Child under age 6	Free on adult's lap
Senior 65+	$45

April 10th

Thar Blows "New Worlds of Adventure!": "On Thursday *(4/10)*, the Cog Railway's locomotive pushed a flat bed and a snow blower, instead of a passenger car, up the mountain, clearing the tracks above the Waumbek Tank. The exercise was part of an experiment to see whether it would be possible to run a train up to the tank to allow cross-country skiers to come down beside the track to the Base Station and then to ski through the woods back to the Mount Washington Hotel in Bretton Woods. Thursday was the third experimental run in which a large Ford snow blower was run up the mountain under the supervision of Mark Coulter of Lancaster. This time of year the snow is pretty well compressed, and it turned out to be quite difficult to run it through the "blower," said Peter Oechsle of Randolph, the locomotive engineer who has worked for the Cog Railway for some 22 years. Fireman Joe Eggleston of Twin Mountain, who has worked for the Cog for nearly a dozen years, was also in the cab. In addition to Coulter, three other workmen stood on the flatbed while the train chugged up and down the mountain: track supervisor Dave Moody of Littleton; Jack Watkins of Whitefield; and Jake Noel of Lincoln. Last fall, after the first snows had fallen, a snow groomer was driven up and then down the trackside slope, just to make sure it was possible to do so safely. The flat bed and snow blower combo took its first run in the fall and its second earlier last week. There is still some tweaking to do, Oechsle said, but so far operating the trains and using the snow blower to open up new worlds of adventure seems feasible."

- Littleton Courier - Wed, Apr 16, 2003 pg. 9A

April 30th

Yankee Picks Cog: "A number of area businesses are showcased as "Editors' Picks" in the 2003 edition of the *Yankee Magazine Travel Guide to New England*. The selections for the White Mountains region include: The Mount Washington Cog Railway in Bretton Woods. The guide, published each April, provides travelers with inside information to plan their vacations or explore their own backyards. Editors' Picks, from the refined to the rustic, represent the activities and attractions – including scenic areas and lodging, dining and shopping establishments – that represent the best travel experience. The 2003 guide also includes feature stories that profile travel in the Granite State. "Ain't It Grand" profiles three historic hotels, including the Balsams in Dixville Notch, the Mount Washington Hotel in Bretton Woods and the Mountain View Grand in Whitefield."

- Littleton Courier – Wed, Apr 30, 2003 g. 20B

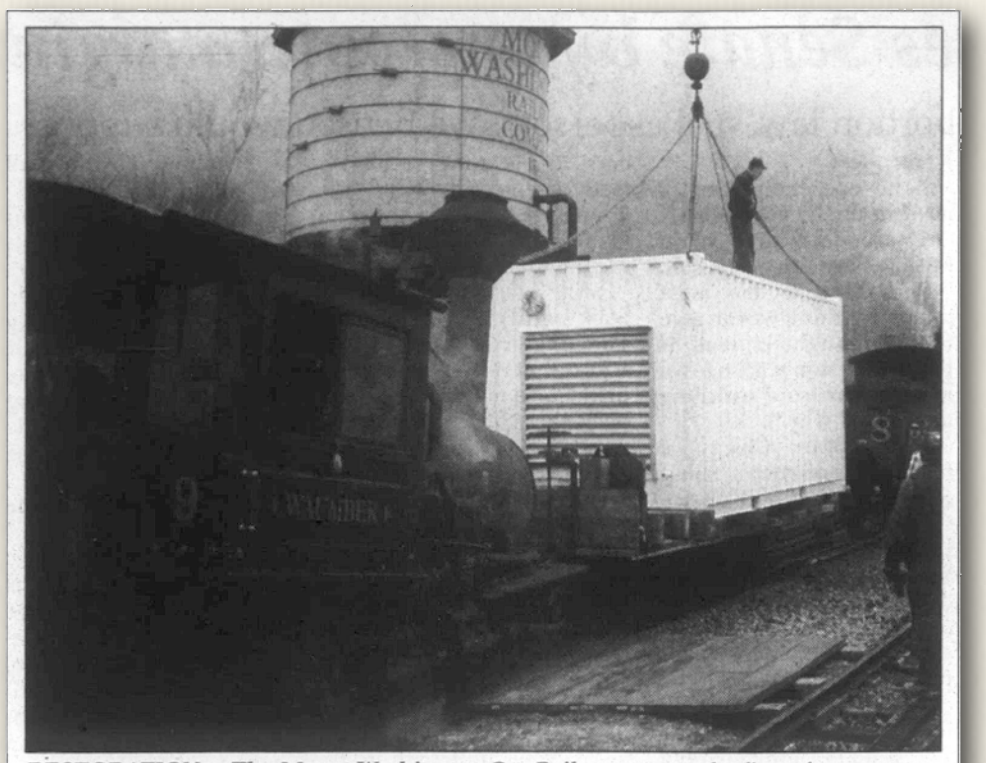
May 4th

Nature Reclaims an Icon: "The clouds that had hung for two days over the Franconia Ridge lifted Saturday *(5/4)* morning to reveal frosted mountain peaks against a backdrop of clear, blue sky. Although the day dawned bright, the mood quickly turned somber as word spread that the Old Man had fallen, leaving an awkward and unfamiliar emptiness. "[We] pulled into the Old Man viewing and did what we normally do – looked up at the Old Man," said Amy Cyrs, a long-time Cannon Mountain employee, and one of the first to notice the eerie absence of the Old Man's steady gaze. "I just still can't believe it," she said Saturday afternoon. Over and over again throughout the day people compared the loss of the Old Man of the Mountain to a human death. Dave Nielsen, whose family worked to preserve the Great Stone Face for the past 40 years, said he felt as if a member of his own family had passed away. "I guess I'm really very sad," Nielsen said Saturday afternoon, his voice breaking with emotion. "The oldest person in my family just died." Why the Old Man fell is a question that remained unanswered over the weekend, as state officials filtered into the Notch to survey the damage. Dick Hamilton, the president of White Mountain Attractions, and long-time promoter of the Franconia Notch area, and state officials noted the wet spring weather, freezing overnight temperatures, and extremely high winds, as contributing factors to the Old Man's fall. "I think he went in one big 'boof' – he just disintegrated," Hamilton said. "It's the end of an era." The Old Man of the Mountain was undoubtedly the most famous face in New Hampshire. The natural stone profile was high on Cannon Mountain above Profile Lake in Franconia Notch



State Park and for uncounted years has gazed off to the southeast. The Old man jutted out into space 1,200 feet above (the lake) on a shoulder of Cannon Mountain. It was composed of five ledges of pink Conway granite, one wedged above the other. Of these five layers one formed the chin, another the upper lip, a third the nose and two layers made up the forehead. The height of the Old Man had been measured at forty feet and five inches, its width about 25 feet, its estimated weight at 700 tons. The face was visible only from a particular angle at a small area near Profile Lake. From any other viewpoint, the profile appeared simply as a ragged outcropping of stone. Concern over the survival of the great profile is nothing new. In an article published following his visit to the Franconia Notch in 1828, Charles Hitchcock, who became the state geologist, advised persons who wished to see the profile "to hasten to see the face before it was marred or destroyed by falling rocks." Geologist Brian Fowler was on a team of experts who assessed the Old Man in 1976… to establish the stability of the formation in anticipation of constructing the interstate highway through Franconia Notch. "Although I take no personal satisfaction from it now, the mechanism of the failure of the Old Man was exactly what we predicted would occur back in 1976." It was the weathering of the rocks underneath the chin slab that was the key, Fowler explained. The photographs taken after the collapse show that the profile toppled forward as the rocks under the chin slab let go. "The bending of the metal staples on the cable ends profess that it toppled forward and did not slide down the cliff," he said. *(Editor's note: Jitney's alter ego, Rep. Danny Gore remarked the Old Man likely fell under the cover of darkness obscured by the clouds because lawmakers in Concord had seriously begun considering broad-based taxes to fund government in "tax free" New Hampshire.)*

- Littleton Courier – Wed, May 7, 2003 pg. 1A & 10A



RESTORATION—The Mount Washington Cog Railway moves the first of two generators to help restore electricity to the Sherman Adams Building at the summit of Mount Washington. In mid-winter, a building at the summit burned to the ground, destroying the generators used to supply electricity to the summit buildings. The new generators will be the primary source of energy for the N.H. State Park Building and other buildings on the summit. The lack of electricity at the Sherman Adams Building will cause some disruption in the state park's service to the Mount Washington Auto Road and the Mount Washington Cog Railroad. Full service to the summit was expected by Memorial Day weekend. The long-range plan is to run an underground electric line to the summit. The electric line would run alongside the Cog Railway track, the most direct way to the summit.

- Littleton Courier - Wed, May 28, 2003 pg. 14A

May 31st

Power On: "As of 5 p.m. on Saturday, May 31, Mount Washington summit services had more power than at any time since the disastrous fire of Feb. 9. The two 200-kW generators are fully operational and providing electricity to the Sherman Adams building. Restoring electricity to the Yankee building via these generators is still a work in progress. State park personnel and contractors have installed the generators to replace the power plant that was destroyed in the fire on Feb. 9th. The generators were delivered to the summit via the Cog Railway in early May. Visitors should use caution at the summit when walking around; there is still fire debris and conduits running from auxiliary generators to the building."

- Littleton Courier – Wed, Jun 4, 2003 pg. 7A

Week of June 8th

Chamber Wooed by Cog: "Some 150 Chamber of Commerce members from Gorham, Berlin, Littleton, Jefferson, Randolph, Lincoln and other area towns rode the Cog Railway free to the summit last week as part of an outreach effort by the Cog's owners to build business partnerships. While the Chamber guests enjoyed a buffet dinner at the Marshfield Base Station, Doug Waites, the public affairs officer for the railway, encourage them to take part in the Cog's latest initiative. "You are the messengers for our train," he said. "For us who work here, the Cog is a passion; it gets in your blood. The Cog is part of our national heritage." The railway sent 80 letters out to area hotel and motel owners asking if they would be interested in joining in a new kind of partnership that would allow them to offer overnight-stay packages that include Cog tickets. The Rocks in Bethlehem has been successful in promoting similar local packages that feature a chance to cut a Christmas tree and to tap a maple tree and observe a sugaring operation. General Operations Manager



- Littleton Courier - Wed, Jun 11, 2003 pg. 15B

Charlie Kenison and chief engineer Albert LaPrade also spoke to the tourism-oriented crowd. Both emphasized the number of costly changes that are either underway or on the drawing boards, all designed to make the venerable Cog Railway more efficient and safer. More than 50 percent of the wood on the tracks has been replaced in the last decade. Pressure-treated southern yellow pine is the primary wood, although the ties are white oak. Steps have been taken to increase fuel efficiency and reduce the amount of coal – typically a ton a run. All the cars have been reconfigured to hold 70 passengers, rather than 48, the previous limit. *(Ed note: The Chumley designed aluminum cars carried 54)*. An experiment designed to diesel oil is slated in the near future, so the Cog will be able to take skiers in the winter up as far as just above the Waumbek Tank. Cog Railway owners Joel Bedor and Wayne Presby own a 99-foot right of way on which the Cog is located. Plans have been made to open the run to adventurous backcountry skiers. The Cog owners worry that the coal's dark sooty residue would recue the attractiveness of the pristine snow. All the changes are being designed to keep the Cog as a kind of "rolling museum," while still improving the schedule and enhancing safety, Kenison said. Many riders have complained that the 20-minute stay now permitted atop the summit is too short, especially with the presence in the Sherman Adams Building of exhibits of the Mount Washington Observatory and the cafeteria food in Mount Washington State Park. Four new switches, one of which was installed last summer, one under construction now and two more on the drawing board, will cut the travel time to the summit and allow passengers to be on top for up to 45 minutes. When an 1,800-foot passing loop to tie the two mid-section switches together is completed in 2005 or 2006, there will be no need, as now, to back locomotives onto dead-end sidings, and no workers will have to hop down from a train to switch tracks by hand. Switching operations will be done automatically. Safety enhancements are also in the works, including the installation of Sprag hydraulic clutches (each of which operates like a ratchet) on all six passenger cars and seven locomotives. The heavy grease that now finds its way onto the brakemen and then gets tracked into the Sherman Adams building and into the cars will be a thing of the past, providing a cleaner ride. "The whole operation will be safe and cleaner," LaPrade said. He called the Cog's safety record excellent and said all the changes were planned to keep the Cog operating for future generations and not because of any federal or state mandate. The Cog owners have borrowed $3 million to finance the series of changes, slated to take place over several years. Each Sprag clutch will cost about $15,000 for the passenger cars, and each one installed in a locomotive will be $20,000 to $25,000. The 1,800-foot looping track is estimated to cost about $450,000. Isaacson Steel of Berlin is supplying the weathering steel for the new switches."

- Littleton Courier - Wed, Jun 18, 2003 pg. 9B


"Jit's Light is re-Lit!"

The cabin and the Rambler American are gone - but the mainline "Tim-Cin" porch lamp continues to light the way amongst the artifacts in the growing Danny Gore Collection in Danville, Vermont.

Several falls ago, Jitney attended a reunion of coggers at the Mountain. He enjoyed swapping tales with those who spent summers along the upper reaches of the Ammonoosuc. A group gathered in '02 and Jit would like to do it again this summer.

Doug Taylor - who built "Thelma" and now judges bassetts - is once again coming east from the Homeland's Heartland in July to see brother Jeff in New England. So Jitney would like to host a second Cog gathering at the Danny Gore Compound in Danville, Vermont on SUNDAY, JULY 13th.

His steam shed - Jitney Junction still functions for those of you interested in having a chance to steam up and blow a whistle. The '36 Buick resurrected by cog railway crew members still rides the roads. And thanks to D-T, the "Collection" now boasts an historically accurate perpetual motion machine that has attracted investors.

D. Taylor pre-Bassett (early'60s)

So please see if your calendar & summer travel plans can accommodate this "blast from the past!"

A Cog Gathering II
Sunday - July 13th, 2003
Danville, Vermont

Please pass this invitation on to any Coggers you know. Our contact details are on the reverse.

Regards,
Jitney Junior

EAT GULF

Jun 25th

Mt. Reagan?: Letter to the Editor: "As a native of New Hampshire and present Californian, I was stunned by what I learned on my recent trip to the White Mountains region. I was able to take a trip on the Cog Railway and someone spoke of renaming a part of the Presidential Range after Mr. Reagan. I thought he was kidding! Later, I read in your paper that the governor, Craig Benson, signed legislation authorizing this. It was bad enough to see National Airport in Washington, D.C., named for him, considering he broke the air-traffic controllers union. Taking Mt. Clay and naming it after Reagan is an insult to the working people of New England. The White Mountains will never be the same. – sig: Steve Schweitzer – Pasadena, Calif."

- Littleton Courier – Wed, Jun 25, 2003 pg. 5A

July 13th

Jitney hosts "A Cog Gathering II" at his home in Danville *(left)* to coincide with Doug Taylor's trip east to visit brother, Jeff.

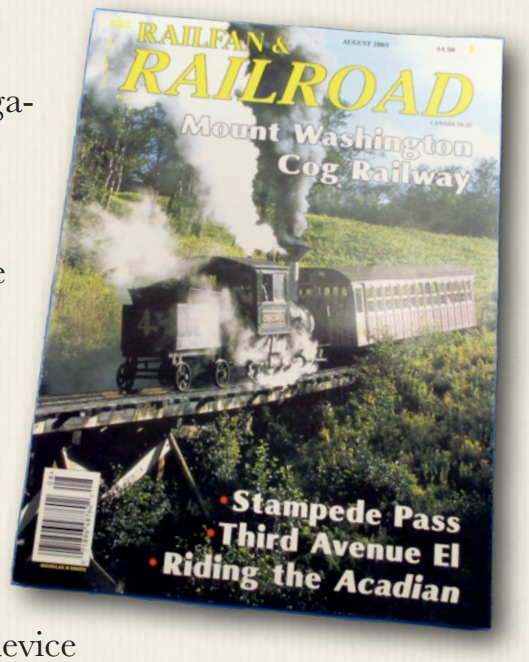


Jitney Cog Reunion 2: ***(Back Row L-R)*** *Diane Root, Cintra (Miss Jitney) Hazen, Candi Woodbury, Bob Kent, Dave Woodbury, Morris Root, Doug Taylor, Jitney, Jitney Jr, Charlie Whitaker & George Trask.* ***(Front L-R)*** *Missy Taylor, Shirley Kent, Clayton Roy, ???, ???, ??? (2003)*
- Lewis Family Collection

August 13th

In Case You Missed It: "The August 2003 issue of *Railfan & Railroad* magazine had a fine feature photo spread and story on the venerable Mt. Washington Cog Railway. The Cog piece includes 13 color photographs on the inside and a color shot on the front cover of the *Railfan* magazine. The author of the magazine article is Robert A. LaMay. Copies of the magazine are still available in the gift shop at the Cog Railway base station."

- Littleton Courier – Wed, Aug 13, 2003 g. 3B



August 20th

1st New Waumbek Switch Finished: "The Mount Washington Cog Railway has completed its first hydraulic switch at Waumbek Tank. The new switch replaced to the world's most complex switch, one that had nine moving parts, all of which had to be moved manually. The parts weight between 60 and 250 pounds. The old manual Waumbek switch was put in as a temporary device in 1941, and Cog officials said the new switch will ensure greater safety and will cut the travel time to the summit. *(Ed note: news coverage of the 1941 installation never mentioned the switch as "temporary.")* The automatic switch is operated by four 12-volt marine batteries, which are housed in a small building at Waumbek. Four solar collection panels are being installed to keep a constant charge on the batteries. The system is designed to ensure movement of the switch regardless of the season and weather conditions. The completion of the Waumbek switch is the first phase of an 1,800-foot passing loop scheduled to be completed in 2004. Officials said the loop will cut travel time, giving passengers 45 minutes to visit the sites at the summit."

- Littleton Courier – Wed, Aug 20, 2003 pg. 7B



EDITH TUCKER/COÖS COUNTY DEMOCRAT

SOLAR POWER—Solar panels atop this new building next to Mount Washington's Cog Railway provide the power to operate a switch to change tracks. The switch, which used to be operated manually, is located at an elevation of 3,800 feet and moved by a hydraulic pump, powered by a 2-horse power motor. The solar panels feed energy to batteries, which supply the motor with power. The system was designed by Al LaPrade of Jefferson.

- Littleton Courier - Wed, Oct 22, 2003 pg. 12A

September 3rd

Attractive Folder: "Mountain Musings: *"It's a Castle, but it's my Castle"* is the message imprinted on a spectacular folder of the Mount Washington Resort at Bretton Woods, and one of the most attractive of any we have seen. This would be expected, considering the surroundings of this beautiful setting at the base of Mt. Washington and the Presidential Range. Since 1902, the Mount Washington Hotel has guests come from near and far to enjoy its superb facilities and services. Famed as the site of the World Monetary Conference as WWII was winding down, this resort never offered so much nor looked so appeal-

ing as it does in 2003. Now a year-round resort, the Mount Washington Hotel offers something for everyone at all times of the year. The current advertising promotion includes the Mt. Washington Cog Railway, which is in its 134th year of operation, becoming the world's first cog railroad July 3, 1869."

- Littleton Courier – Wed, Sep 3, 2003 pg. 18A



September 18th

USDA conducting ***aerial photography survey of Coös County***, New Hampshire overflies Fabyan/Base/Summit area. Base station and Shop complex *(above)*

September 29th

Coal Spill: "On September 29, a coal truck traveling south up Beede Hill on Beede Road (in Freemont, N.H.), rolled over dumping 50 tons of coal onto the roadway mid-way up the hill. The truck swerved to avoid hitting a small animal and tipped over while trying to negotiate the curve. The coal was eventually going to be delivered to the Mt. Washington Cog Railway. The spillage was quickly cleaned up and no environmental hazards occurred as there was no rain to create a problem with run-off." *- Town Historian's report in 2003 Annual report Town of Fremont, N.H.*



October 22nd

Bretton Woods Prep: "The Bretton Woods Ski Area continues to expand, providing employment to area residents and drawing those who love sliding sports – Alpine and Nordic skiers as well as snowboarders - to the North Country. A second summer of work on the Bretton Woods Base Lodge has brought the multi-story building to within striking distance of being completed. The total tab is just under $6 million, according to Chris Ellms, director of ski operations at the state's most extensive ski area. At the height of the sliding season, during the President' Day vacation, about 850 people will be on the resort's payroll, including the Mt. Washington Hotel, the Nordic Center, the Bretton Woods Mountain Resort and other venues. About 35 people work year-round for the ski area. Some Cog Railway workers are now working there to ready the ski area for its first snowfall. Ellms said a job fair to fill seasonal positions is set for the third week in October."

- Littleton Courier – Wed, Oct 22, 2003 pg. 7B

Cog to Operate into November: "The Mount Washington Cog Railway, for the first time in its 134 history will run excursions in November. Traditionally the Cog closes for the season the first weekend of November. The "Snow Flake Express" will take passengers to the 3,800-foot mark (Waumbek Tank) half way up



Remains of Waumbek Switch disassembled for passing track construction in the spring (2003)
- Conrad Ekstrom Jr Collection

p.m. Children under six ride free (on lap of paying adult)."

- Littleton Courier – Wed, Nov 26, 2003

Winter

Ski the Cog: In a February 2017 online post, back-country skier "Lftgly" recalled ski operations at Mt. Washington, and hinted at future possibilities along the right-of-way *(below)* to the Summit: "The Cog Railway operates a ski train to the top of Mount Washington. This will offer the passengers a spectacular view of the White Mountains in early winter and the valley floors of the White Mountain National Forest in late fall. The passengers will have the opportunity to experience Mt. Washington in early winter as only a few rugged mountain climbers and those that work on the mountain itself do. Passengers will go back in time to the 1870s as they board heated Victorian style coaches, listen to the sound of the whistle as the coal-fired steam engine takes them up the mountain. The Cog Railway has been in operation since 1869. The Snow Flake Express is a one-hour round trip for $20.00 per person."

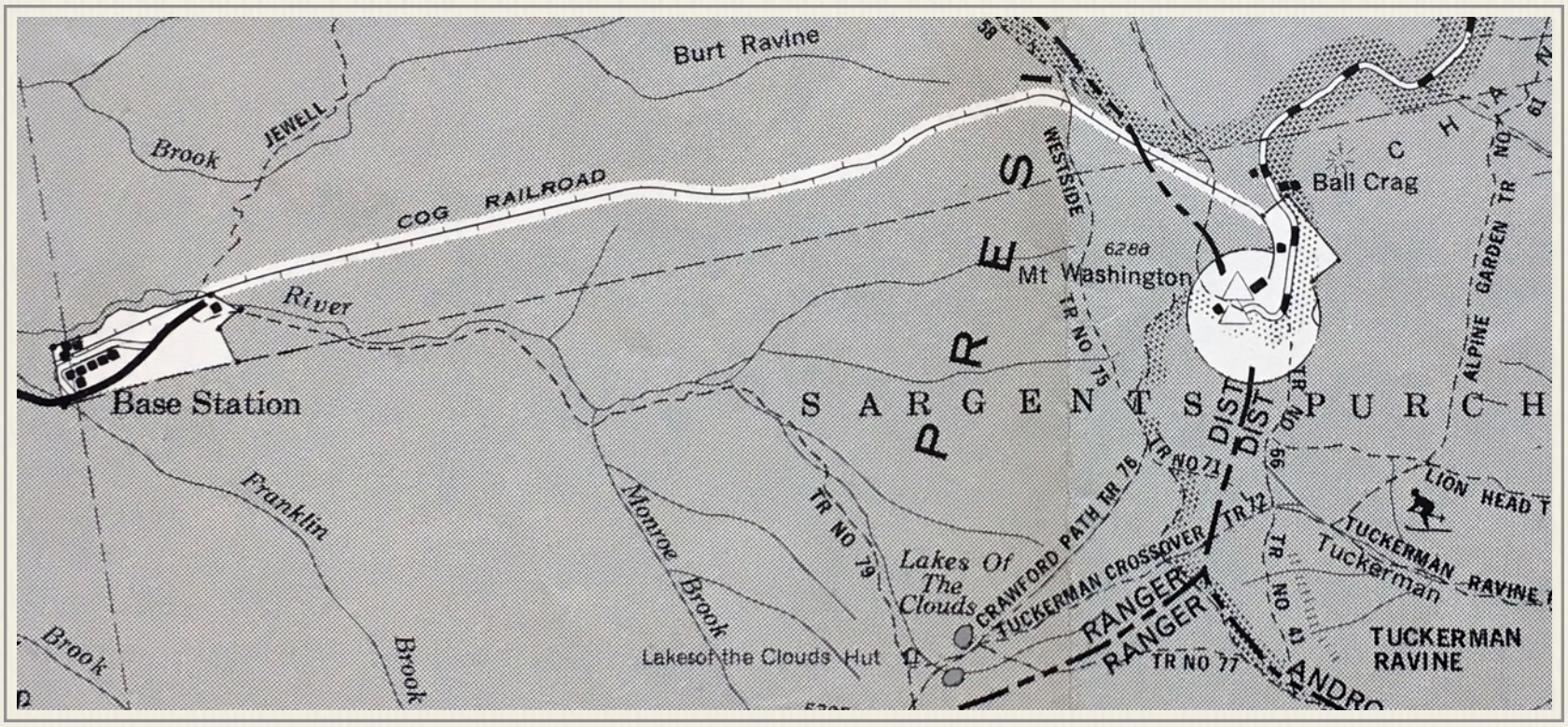
- Littleton Courier – Wed, Oct 22, 2003 pg. 3C

November 28th

Santa on the Snowflake: "Santa will make a visit on The Snow Flake Express at the Mount Washington Cog Railway on Nov. 28 and 29. Trains run both days at 10 a.m. and 1



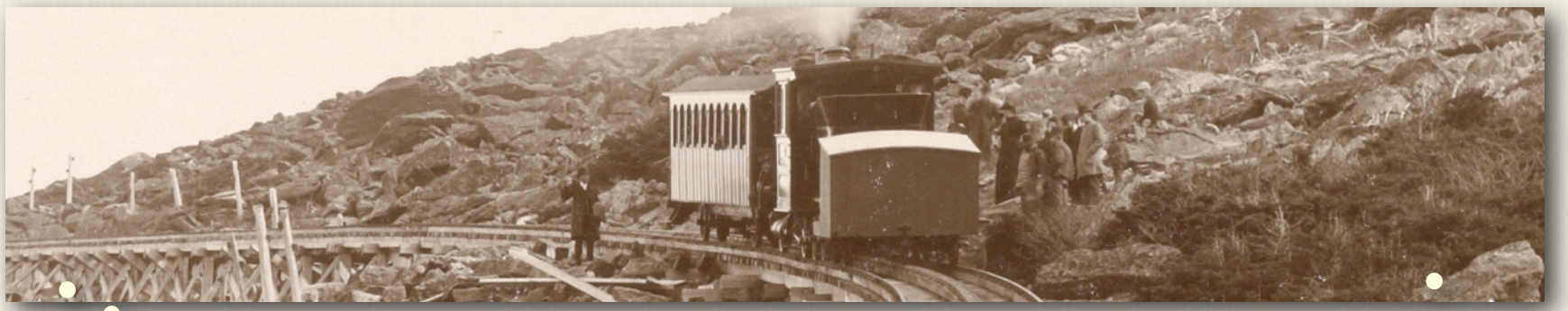
- Littleton Courier - Wed, Nov 19, 2003 pg. 3B



U.S. Forest Service map of Cog Railway land holdings/right of way within the White Mountain National Forest (1965)

ated a Ski Train for 3 years *(2003-2004, 2004-2005, 2005-2006?)*, which qualifies it as a NELSAP (New England Lost Ski Areas Project) tour. It was not profitable running the coal-fired steam engines, skiers didn't like the black cinders & ash dirtying the white carpet, and it was the slowest ski lift in New Hampshire. You had to wait for the train to come back down, before you could take run, and there were only 2 trails. The first biodiesel engines were operational, but did not run as well as today's fleet of seven John-Deere-powered engines. While the Ski Train was operating, Ski Patrollers did not permit uphill skiing, with or without a ticket, and no access was permitted to the National Forest on either side, or the State Park above, via the Ski Train. My point being, this is private property, and access to Mount Washington via their property is at the discretion of the owners. You travel at your own risk. You are an uninvited guest. There is no Mount Washington Volunteer Ski Patrol to stabilize your injuries, and evacuate you in a toboggan. There is no Snow Ranger to advise you of the avalanche hazards in terrain accessed from the Cog, i.e. Ammonoosuc Ravine, Burt Ravine, and the Great Gulf. Last year *(2016)* the Cog's 7 biodiesel engines, and one steam engine run every morning, carried over 110,000 passengers to the summit. Make no mistake, the owners of the Cog are quite capable of building a Hotel on their property at Skyline Switch, and/or operating a profitable ski train in the future."

http://www.timefortuckerman.com/forums/forum/lunch-rocks/safety-and-avalanche-awareness/275534-cog-railway-safety-101





- Photograph by John Coates Browne (American, 1938 - 1918)



2004

January 21st

Record Holiday Week: "Bretton Woods Mountain Resort, New Hampshire's largest ski area, experienced the biggest holiday week in its 30-year history between Christmas and New Year's day. Business, according to the resort, was up 25 percent over last year, with visits from more than 30,000 skiers and riders. At the Mount Washington Hotel, overall business levels were up 15 percent over last year, making it the best December since the hotel opened year-round. Resort President Joel J. Bedor said he and his partners are gratified that their commitment to millions of dollars of improvements each year has been recognized by the guests."

- Littleton Courier – Wed, Jan 21, 2004 pg. 8B

January 25th

White Mountain Memorabilia: "A truly amazing collection of White Mountain memorabilia went on the auction block Jan. 25 when 85-year old Robert Sullivan of Holliston, Mass., put his entire collection up for bid at Pike Hall in Pike, N.H. The well-attended auction run by Archie Steenburgh and his son, Joshua, featured numerous highly collectible books, maps, photographs, prints, stereoscopic views and other ephemera. One of the more unique items for sale was an old signboard that formerly stood alongside the tracks of the Mt. Washington Cog Railway. The weathered 37-by-16-inch board read as follows: "Sliding Along The Railroad On Board or Track Material Strictly Forbidden." The signboard went for $650."

- Littleton Courier – Wed, Jan 28, 2004 pg. 3B

March 6th

Ski Train Test/Inaugural Run: "Winter on Mount Washington's western slopes may never be the same again, thanks to the 135-year-old Cog Railway. Last weekend *(3/6-3/7)*, the Cog made its first ever winter run up the mountain, ferrying skiers part way up the Northeast's highest peak. The experimental run saw the train climb to the 3,800-foot mark, where skiers were unloaded and allowed to schuss their way back down the mountain along the railroad's narrow right-of-way. It is expected to be a regular attraction throughout the 2004-2005 winter season. Published reports indicate regular ski runs will be made up the Cog tracks even as early as this spring, providing snow conditions allow. Running ski trains up the mountain is something Cog Railway owners have been talking about for the last 17 years. Back in 1987, the Cog went so far as to announce a plan to carry skiers to the 6,288-foot summit, where they would then disembark and head for the hallowed slopes of Tuckerman Ravine on the east side of the mountain. The plan never came to be, however, as the U.S. forest Service

instituted a ban on transporting Tuckerman-bound skiers up the mountain via mechanical means."

- Littleton Courier – Wed, Mar 10, 2004 pg. 3B

March 19th

Carroll Taxes Too High: Guest Column: "Please think this over carefully: If the budget markers get angry or defensive when someone with a different point of view questions the budget, then the responsibility of formulating that budget should be given to someone else. You will forgive us for trying to watch our pennies. We do not need to keep up with "the Joneses." Concerning the Fire Department: we assume if you tell the citizens of this small town that a new fire truck is needed because the old one is dangerous to drive, has high mileage and is falling apart, and we buy you that new fire truck, you will sell the old one to the highest bidder, possibly another small town, then put that money back into the general fund to lower taxes. A miracle must have occurred, because that worn-out old truck is now being used productively by the Cog Railroad. A couple of years ago, we heard about the ambulance and how it was so worn out it shouldn't be used to go to Littleton, so we purchased a new one. Another miracle: the old one was not sold to the highest bidder to help lower our tax rate. It is still being used, so now we have two. This is not Nashua or even Littleton. We can't afford escalating costs." - sig: Lee Hallquist.

- Littleton Courier Voters Guide – Wed, Mar 19, 2004 pg. 19A

March 31st

Career Day Report by Students: "On March 31st, Lisbon Regional School's kindergarten through fifth grade had a Career Day. This year, the career day's topic was "making Business Work." The school had several people come in and talk about their jobs," wrote James Myers. "Wayne Presby works at and owns the Mount Washington Hotel and Resort, the Cog Railway, and Bretton Woods Ski Area. All of them are tourist industries." Myers asked Presby for his impressions on the event. Presby said, "What I thought about Career Day was I liked all of the great questions that all of you guys asked me!" Student Samantha Locke reported, "Career Day is organized by a group of teachers and the elementary guidance counselor. Wayne Presby showed a Power Point presentation and talked about the Cog Railway, the Mount Washington Hotel and Resort, and Bretton Woods Ski Area (which he co-owns)."

- Littleton Courier – Wed, Apr 21, 2004 9C

2004 Cog Ticket Prices

Adults	$49
Child (6-12)	$35
Child under age 6	Free on adult's lap
Senior 65+	$45



- Littleton Courier - Wed, Apr 28, 2004 pg. 16B

May 1st

Year Round Service Commences: "The Mount Washington Cog Railway has been taking tourists to the summit of Mt. Washington for the last 135 years. Saturday, May 1, marked the first day of a history making year as the Cog Railway began year-round service. The second Waumbek passing switch is schedule for completion later in the season; the Snow Flake Express will take passengers to the 3,800-foot mark during November and the Ski Trains of Mount Washington will take skiers and passengers to the 3,800-foot mark at Waumbek beginning in December. The Mount Washington Cog Railway, the first Mountain-climbing cog train in the world, has been delighting passengers since 1869 with the magic of the steam-powered locomotives and the majesty of Mount Washington. The Cog Railway will operate weekends to May 23; excursions are at 11 a.m. and 2 p.m. On Sunday, May 9, Mother's day, moms ride free with paying child or adult. On Monday, May 24, the Cog will be open for Victoria Day, and this year, the Cog Railway will accept Canadian funds at par through June 22. During the Memorial Day weekend, May 29 to 31, the trains will run hourly from 9 a.m. to 4 p.m. Advance reservations are always recommended."

- Littleton Courier – Wed, May 5, 2004 pg. 3C



"I found this photo the other day. Spring tracks were over and there were four of us finishing this track to Upper Waumbek. Jake, Jamie, Keith (Farias) and myself. It was a good summer working on clean wood, free of grease/oil! ;-)" (2004)
- Dave Moody Collection / MWCR: We Worked There

May 7th

Boiler Inspections: Boiler inspector William M. Leydon was at the Base Station on May 7th and found he could not issue a certificate for the No. 4 engine. Leydon wrote "the safety valves are not legible and lead seals are damaged. New safety valves need to be installed. Also, I am scheduled to witness a hydrostatic test on this boiler." a Leydon returned five days later and determined no certificate of operation could be issued for No. 2; No. 3, No. 6, No. 8 or No. 9. The Cog asked for "an extension" for the No. 2 boiler, and Leydon said it needed to be opened up for inspection in the next 30 days. Likewise he wanted to inspect the interior of the No. 3's boiler within 30 days. New safety valves were needed on No. 6, No. 8, and No. 9. The Cog asked for an extension on all three until the boilers could be repaired including two new plugs being "welded into the bottom of the water legs" of the No. 8, and the bottom six flues in No. 9 replaced. This would be his one inspection trip to the Base.

June 2nd

Editors' Pick Again: "The town's renowned Main Street, along with Chutters candy store and the Littleton Diner, are among a number of North Country attractions selected as Editor's Choices in the 2004 edition of the Yankee Magazine Travel Guide to New England. The Editor's choice designation was also awarded to the Café Lafayette Dinner Train in North Woodstock the Mount Washington Hotel & Resort and the Mount Washington Cog Railway in Bretton Woods. The Editor's Choice is bestowed on destinations that no traveler will want to miss, including scenic areas, dining and lodging establishments, shops, and attractions, according to Michael Carlton, the editor of YANKE magazine. Published each April and now in its 33rd year, the Yankee Magazine 2004 Travel Guide to New England is available in stores."

- Littleton Courier – Wed, Jun 2, 2004 pg. 9B

June 14th

Boiler Inspections 2: New Hampshire Labor Department inspector Wayne Brigham comes to look at the Cog's pressure vessels as they were hydostatically tested. Brigham said "No" to the 19-year old boiler on the No. 2 as when water pressure on the test reached 250 psi (on a 175 psi operating pressure) 23 flues leaked at the "front boiler tube sheet." Brigham said "Tubes are to be replaced" and if welding is done it needs to comply with New Hampshire law. That same day, the Hodge boilers built in 1986 on the No. 3 and No. 9 passed their hydro tests.



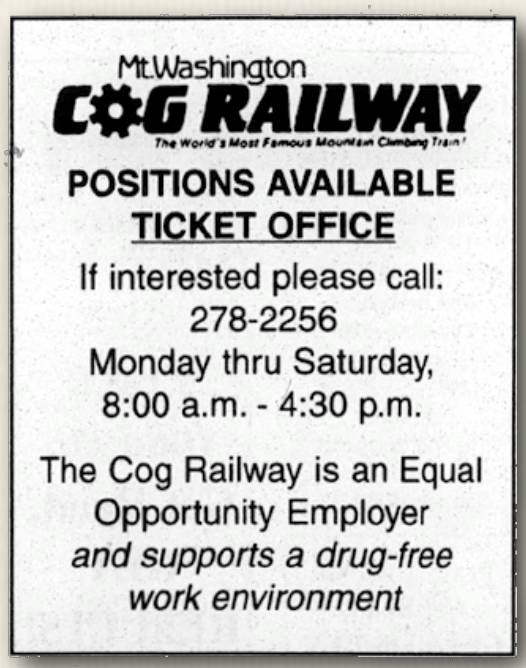
Construction underway on passing track at Waumbek (2004)
- John Thompson Collection

Week of July 25th

Summit Power Project Approved: "Gov. Craig Benson and the Executive Council voted unanimously last week to approve a $309,9900 contract with Dufresne-Henry, Inc. of Manchester to design grid power and fiber optic systems for the Mount Washington summit facilities. The project is intended to solve long-standing power and communications issues. The firm will also provide construction management services for the project that is slated for completion in September 2005. The project is designed to bring grid power inconspicuously to the summit, along with 16,000 feet of fiber optic cable at a cost of $9,000. The cable will likely be leased to the Bretton Woods Telephone Company. The project will also potentially include running a buried sewer pipe halfway up the mountain. Both issues, running fiber optic cable and building a sewer line, have been discussed and studied since the early 1950s, said Cog Railway President Wayne Presby, who attended the meeting of the governor and council. Presby emphasized that the payback on the state's expenditure is projected to be five to seven years, as a half-dozen principal users, including radio stations WHOM and WPKQ, pay for power. The new cable should provide far greater electrical reliability, he said. The state already owns 59 acres on the summit and is negotiating with Dartmouth College to buy a nine-acre parcel on which it hopes to build a new low-profile building to house the backup generators and any equipment needed to effectively use the fiber optic cable. In 1987, the Cog Railway brought commercial grid power to the base station from the Mount Washington



Track Crew: *"I was looking for something else on the computer and found this pic instead. 3 workers have moved on to other endeavours and sadly the other two have passed away.* ***Michael Thompson:*** *"Is that Tumble Turds (Brian Donovan) on the left?"* ***Dave Moody:*** *No ,L-R Jake Noel, Keith Farias (kneeling), John Lovell, Jamie Plummer and Steve . (2004)*
- Dave Moody Collection



- Littleton Courier - Wed, Jul 28, 2004 pg. 16B

Hotel on Route 302 in Bretton Woods, a distance of five miles, making the fiber project economically feasible, Presby said. The Cog will charge the state a one-time right-of-way fee of $75,000 to recoup these costs. A fiber optic cable will join a three-phase electric power cable in a conduit – half buried, half tucked under the Cog trestle – designed to withstand temperatures that range from minus 50 to 100 above zero and winds up to 250 miles per hour. Test programs will be conducted to check out the design solutions reached by Dufresne-Henry, explained D-H project manager John Heneage." *- Littleton Courier – Wed, Aug 4, 2004 pgs. 2A & 3A*

July 28th

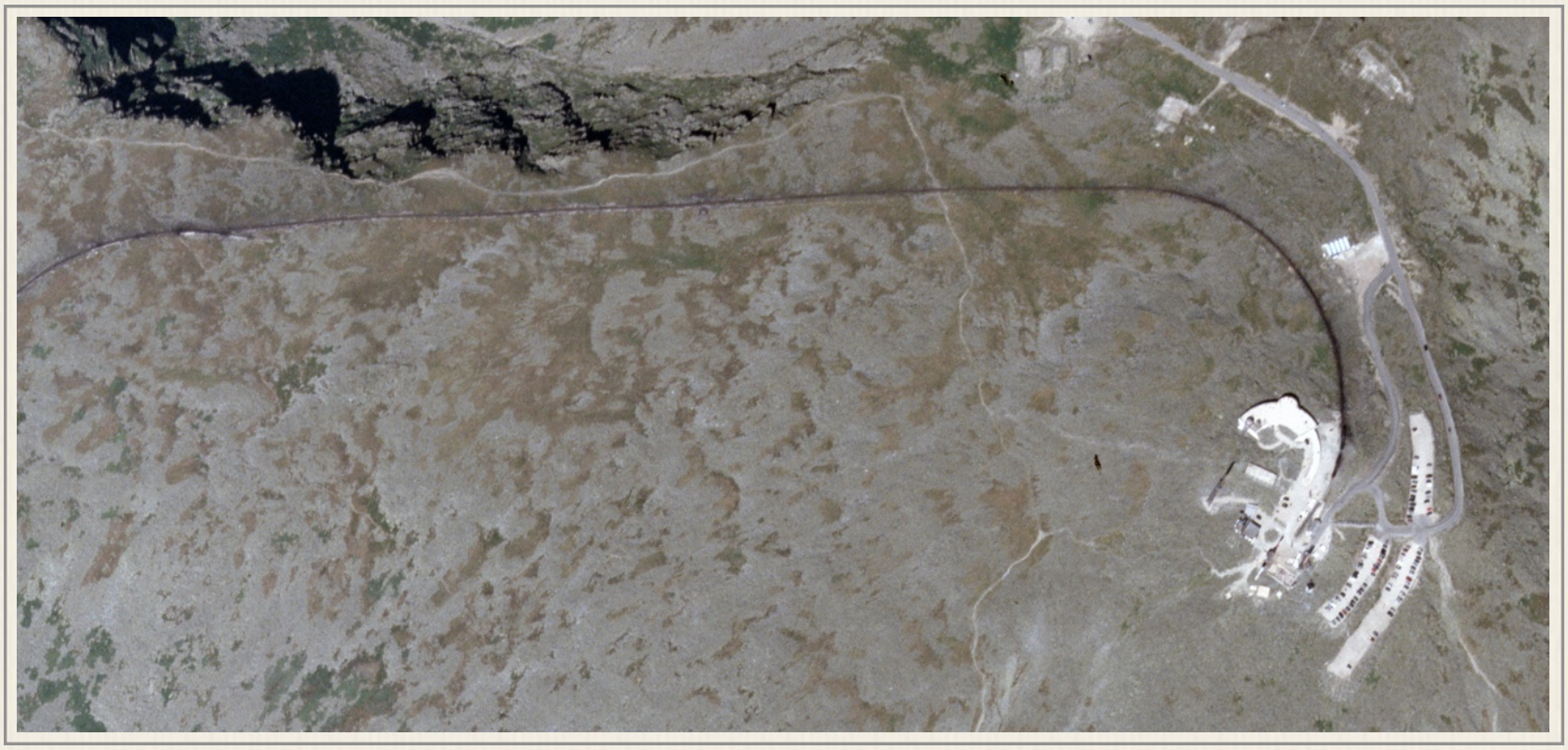
Rotary Centennial Cog Memories: "This year marks the centennial of the Rotary International. The courier will publish columns submitted by members of the Littleton Rotary Club detail history and current projects of the organization. Ruth Taylor special to The Courier: Why do people join Rotary? In Littleton, as elsewhere, there are several valid reasons, including the fellowship and the business networking opportunities. One of Littleton's longest-standing members, Gilbert Pike, says one of his most pleasant recollections was a social gathering about 25 years ago hosted by the Teague family. "They invited all of the Rotarians and their wives and took us on the Cog Railway for a trip to the top of Mount Washington and then provided a grand dinner at the Mount Washington Hotel afterward," Pike said. – Ruth Taylor, who lives in Littleton, is a past president of the Littleton Rotary."

- Littleton Courier – Wed, Jul 28, 2004 pg. 12A

August 12th

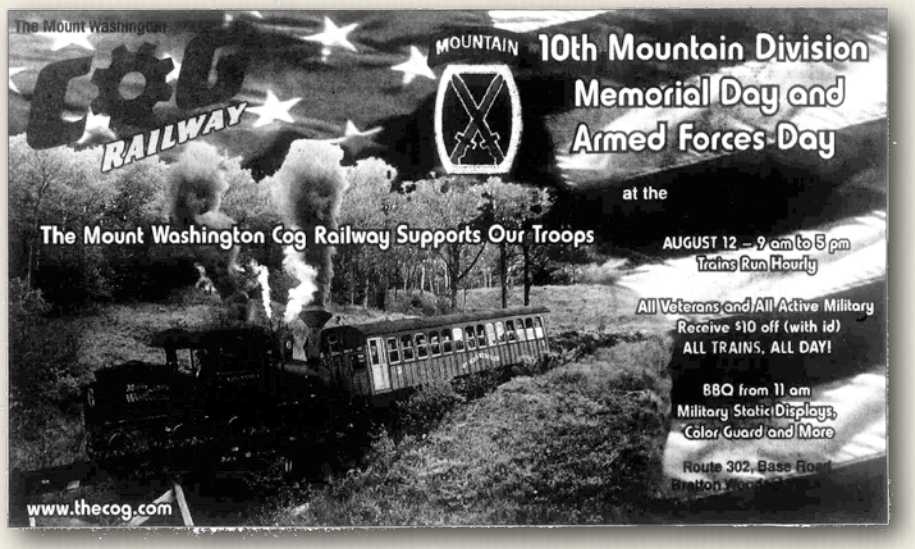
Mountain Military Memorial: "A 10th Mountain Division Memorial and Armed Forces Day will be hosted by the Mount Washington Cog Railway on Thursday, Aug. 12 from 9 a.m. to 5 p.m. Soldiers from the 10th Mountain Division will remember their fallen comrades at the summit of Mt. Washington in a ceremony at 11:30 a.m. The event is open to the public, as well as active and inactive military personnel. The festivities will include military displays, a barbecue, and reduced train rates for veterans and active members of the military. Trains will run hourly from 9 a.m. to 5 p.m., and reservations are recommended."

- Littleton Courier – Wed, Aug 11, 2004 pg. 7A



August 25th

USDA conducting ***aerial photography survey of Coös County***, New Hampshire overflies Fabyan/Base/Summit area. Skyline switch, the wall of Great Gulf *(above)* and Summit complex.



- Littleton Courier - Wed, Aug 4, 2004 pg. 11A

Base Road Now for Snowmobiles & Cars: "Work is progressing on the section of the base station snowmobile trail (Corridor 11) that is now being permanently relocated from the paved road to a new trail that will parallel the Base road. The Base Road, which had been open to snow machines, will have motor vehicle traffic year-round so that cars will be able to reach the Cog Railway, which is set to operate up to the Waumbek Tank in the winter of 2004-2005. The new snowmobile trail is being constructed from the Bretton Woods condo area to the junction of the Jefferson Notch Road. That road will still be used as a snowmobile trail in winter. It is a major connector through to Franconia Notch, according to North Country Trails Bureau head Brad Presby. Three major bridges with lengths of 84, 65 and 55 feet, are being built, as wll as a number of smaller ones, including three 20-footers, Presby said. Bureau of Trails carpenter-designer Kevin Wyman is taking the lead in this work. The cost of the lumber alone is expected to exceed $80,000. The project is slated to be completed by Dec. 1."

- Littleton Courier – Wed, Aug 25, 2004 pg. 9A



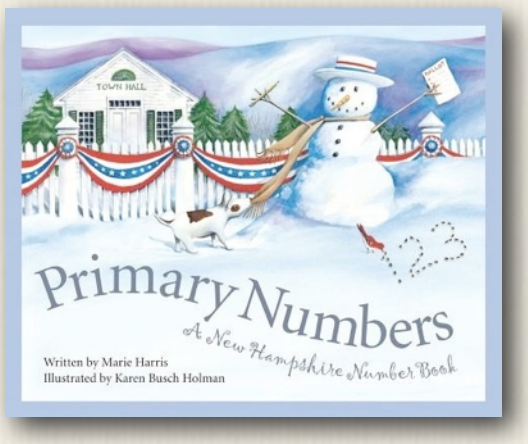
- Littleton Courier - Wed, Aug 25, 2004

September 29th

New Hampshire Numbers: "A long-winded history of Motorcycle Week is perhaps not the best bedtime story. Neither is a treatise on dog sledding in New Hampshire or a discourse on the Cog Railway. But chop them into child-sized pieces, pair them with catchy poems and vibrant watercolors, and you may have a deal. In *"Primary Numbers: A New Hampshire Number Book,"* author Marie Harris and illustrator Karen Busch Holman take children through a look at some neat feature of the Granite State. The book, just published by Sleeping Bear Press, teaches kids about everything from the state's official freshwater fish (the brook trout) to the Presidential Range. A former state poet laureate, Harris said she got some of her ideas from the first book she and Holman collaborated on, *"G is Granite: A New Hampshire Alphabet Book."* "There were some (topics) I wanted to cover that I just didn't get the chance to," said Harris, sitting on the porch of her Barrington home. "This was a great opportunity to get them all in there." The Cog Railway, for example, made it into the alphabet book but only marginally. In the numbers book it gets its own page:

Seven steam engines
Push cars up the track
They climb tooth by tooth
Moved by cogs on a rack

Other subjects that got their due are loons, moose and dairy farms. Harris also wrote about lesser-known state treasures, such as the antique carousels at Canobie Lake Park and the Story Land theme park in Glen. The topics she chose gave Holman, the illustrator, a lot to work with. The East Andover artists said she ended up doing a lot of her own research for the watercolors she painted. "For the Cog Railway, I actually went up there and rode it to the top," Holman said. Whether the book sells well outside of New Hampshire remains to be seen. Sleeping Bear Press is actually developing number books for different states." *- Littleton Courier – Wed, Sep 29, 2004 pg. 8C*







SITE PLAN WORK—Steve Boulanger, of Littleton, surveys the top of Mt. Washington recently while foliage enthusiasts ride the Cog Railway up the mountain. Boulanger, his father Dick, and Randy DeTrude spent several days collecting detailed measurements, which will be used to create a site plan needed by Dufresne/Henry Engineering of Manchester, to design and construct an electric power system to replace the power station destroyed by fire last year.

- Littleton Courier - Wed, Nov 24, 2004 pg 7B

October 5th

Boiler Inspections 3: NH DOL inspector Wayne Brigham found "conditions satisfactory as construction permitted" in order to issue an operating certificate for the No. 10's Monroe boiler that was built in 1959 without a hydro test. Her safety valve would be set for a 170/175 pound pop-off.

November 29th

AMC Challenges New Snowmobile Trail: "A new snowmobile trail that penetrates into the upper reaches of Crawford Notch has pitted the nonprofit Applachian Mount Club, which owns and operates the new Highland Center in the Bretton Woods section of Twin Mountain, against the state Trails Bureau, the Twin Mountain Snowmobile Club, and other state agencies. AMC would like to stop the state Bureau of Trails' initiative that is designed to open the state-owned former Maine Central railroad tracks and Mt. Clinton Road to snowmobiles. The proposed route would run from Fabyan's south to the Crawford Notch Depot, create a snowmobile crossing on Route 302 just south of the AMC's Highland Center complex, open a new snowmobile bridge over Gibbs Brook north to Mt. Clinton Road, and then reserve that paved no-long-plowed two-lane road for snowmobiles all the way to the "Four Corners" crossing at the Base and Jefferson Notch roads (thus encircling the AMC's Highland Center). "The AMC believes that safer and less disruptive alternatives to the proposed route exist but were not considered, including the recently built 12-foot-wide snowmobile trail that parallels the Base Road," AMC spokesman Rob Burbank said. "The petition seeks a permanent injunction based on the negative impact of the route on the operation of the Highland Center as an education and outdoor recreation center, including the safety of its users." Harold Garneau, who until recently was the Twin Mountain Snowmobile Club's trailmaster, said the Mt. Clinton Road better replicates the Base Road, since it, too, is a two-lane road that is wide enough to accommodate a large number of snow machinists traveling in both directions. (In previous years, the Base Road was unplowed and was used by snowmobilers.) The new just-built trail along the Base road is only 12 feet wide, Garneau said. He said opening the rail bed would allow snowmobilers to access Darby's Diner and the Lodge, a two-story motel owned and operated by the owner/partners of the Mount Washington Hotel. Garneau said that hotel owner/partner Cathy Bedor has been eager to open the rail bed for snowmobiles since it would increase the motel's appeal to snowmobilers. She has told Garneau that this route would also make it less likely that snowmobilers would ut through the condominium association developments near the hotel. Communications with the hotel partners is relatively easy and informal because District I trails head Brad Presby is one of the Mount Washington owner/partner Wayne Presby's brothers. The AMC has been active in protecting land around Crawford Notch since its founding in 1876. It took filing a "Right to Know" letter with DRED and NHDOT for AMC to confirm information about the proposed trail, Burbank said. AMC points out that DRED started building the new snowmobile trail at the upper end of Crawford Notch despite its summer and fall construction of a trail that parallels the Base Board that would allow continued access from Fabyan's to Jefferson Notch Road. The Cog Railway "Ski Train" will be open for skiers and snowboarders this winter to a point just above the Waumbek Tank, and access to the Cog will be via the Base Road. The AMC questions DRED's contention that this newly constructed alternative trail (alongside the Base Road) is inadequate for the anticipated traffic and that there are no other alternatives to the railroad-and-Mt. Clinton-Road route."

- Littleton Courier – Wed, Dec 1, 2004 pgs. 1A & 10am

November 30th

Snowmobile Trail Construction Halted: "Work has been halted on the construction of a new snowmobile trail on the state-owned former Maine Central tracks and the Mt. Clinton Road until Judge Edward Fitzgerald III rules on the Appalachian Mountain Club's petition for a permanent injunction against opening a corridor that would encircle its new Highland Center complex off Route 302 at the upper end of Crawford Notch. Fitzgerald listened to nearly seven hours of testimony on Tuesday, Nov. 30, in Merrimack Superior Court. The

state's witnesses describe the new contested route as a "relief valve" designed to lighten traffic on a newly built, 12-foot-wide (or less in places) snowmobile trail that parallels the 24-foot-wide Base Road, which will now be plowed all winter to serve customers heading to the Marshfield Base Station and the Cog Railroad's new ski and snowboard trail on the lower slopes of Mt. Washington. With the Base road being kept open, Mt. Clinton Road will no longer be plowed. In the past neither was plowed. But several years ago, when the Cog Railway decided to keep its repair show and some employee housing open year-round, Mt. Clinton Road was plowed to provide access. The Base road trail connects to the Jefferson Notch Road trail, which provides a route to the east-west Presidential rail-trail in Jefferson. The state's snowmobile experts at the Bureau of Trails are concerned that the volume of machines using the new trail beside the Base Road will turn it into a "rough" ride, humped with moguls. When that happens, they testified, they fear that snowmobilers will illegally drive on the plowed road, putting themselves and those traveling in cars to and from the Base Station in jeopardy. The AMC has argued that the new snowmobile trail down to the Crawford Depot that runs within 300 or so feet from the Highland Center should not open on Dec. 22. Although the state agencies have assumed that the AMC is merely an abutter to the proposed trail, the nonprofit Club contends that it holds a warranty deed that conveys a fee (purchased owners) interest in about an acre-and-a-half of land under the old Maine Central Railroad's Mountain Division right of way near the Crawford Depot, and that the state holds only a release deed with no warranties. In determining the validity of AMC's position, Judge Fitzgerald will apparently have to interpret the 1867 law that was in effect when the Portland & Ogdensburg Railroad purchased a 66-foot right of way from Dr. Samuel Bemis. State witnesses agreed that the rail line is still "active" and not "abandoned." This is a key point, AMC lawyers said, since the state only has the right to use inactive abandoned rail lines as snowmobile corridors and not active rail lines. The AMC argued that snowmobiles zipping along the new trail, 24/7 during the winter months, would irreparably harm the quit and serene outdoor atmosphere on which the design of its new and renovated buildings (at the Highland Center – former site of the Crawford House hotel) sought to capitalize. "We think the new trail on the rail bed will be a drag race, similar to what the Base Road itself has been," AMC Deputy Director Walter Graff said. Snowmobiles could endanger Highland Lodge students and guests and it also raises liability issues for the club. The AMC said the Trails Bureau should have used the forum established by the state Legislature, the state Trails Advisory Committee, to get input on the Mt. Clinton Trail from the AMC and other members of the public. AMC is a permanent statutory member of the advisory committee that meets twice a year. Graff said that the club had sought to find out about the new trail when rumors began to fly, but no information was forthcoming. Only when Highland Center employees saw lumber piled up at Gibs Brook on Nov. 9 did the AMC learn that a trail was going to be built. The AMC was forwarded a crude Xerox map on Nov. 15."



Highland Lodge built in 2007 to anchor the Appalachian Mountain Club's Highland Center complex on the site of the former Crawford House Hotel at the top of Crawford Notch.
- AMC photo

- Littleton Courier – Wed, Dec 8, 2004 pg. 7A

December

Mountain Voices: The Appalachian Mountain Club's magazine, *Appalachia* prints the ninth in a series of profiles of people whose lives have been intricately linked to the mountains of New England by Doug Mayer and Rebecca Oreskes. "After Arthur's death, Ellen (Teague) became the Cog Railway's first woman president and treasurer. In addition to the difficulty of being a business owner at a time when women were not expected to seek power, Ellen suffered a series of major tragedies in the mid-1960s. It didn't take long after meeting Ellen to realize she was a woman of uncompromising strength and determination. Interview conducted in 1994 at her home in Whitefield, New Hampshire." Ellen told interviewers "I did a lot of things at the railway. I was used to men because all my first cousins were males, and we did a lot together. To me, it was easy. But a lot of

people don't accept women. They still don't I think it was difficult for some of them, when my husband died and the board elected me president and treasurer, Jitney Lewis, my husband's assistant, said, "I wouldn't work for a woman." But that's past history, I think people have to grow up and accept a woman today. The women today need the money because the expense of living is terrible. And there's no reason why they shouldn't work, if they work together and understand each other, but dominate, no, I don't think women should dominate. I was challenged by our life with the railway. My husband threw responsibility at me. I did the best of my ability for the railway, and whether I proved worthy was up to my public and my men and women." The article drew this reader response. "Dear Editor: I was intrigued to read the article about the Cog Railroad and the reference to Jitney Lewis. By the time I first knew Norm Lewis, he was one of three school superintendents sharing Vermont's largest supervisory union out of an office in Derby, Vermont, and certainly no longer afraid of working for a woman. He got the "Jitney" tag because he drove a jitney up Mount Washington before he worked for Arthur Teague. *(Ed note: Jitney never drove a cab - see Vol. 1 Chapter 1 for nickname explanation)* He was well known not only as a progressive school superintendent but as Vermont's premier political satirist "Danny Gore," the last surviving member of the Gore family of Avery's Gore (if you don't get that you don't know much about Vermont's geography), who was not afraid to, in his words, "Hose them all!" His homemade hard cider, guaranteed to have more kick than a first calf heifer, was also a famous gift to friends. When he found that I had been the architect for some of the high huts, we formed an instant bond." – Benjamin Stein via email. When told of Ellen's assessment of him in the summer of 2016, Jitney said simply, "I could not work for *that* woman."

- Appalachia magazine - December 2004 pg. 78-86

December 15th

Snowmobile Trail to Open: "The Appalachian Mountain Club has failed to get a preliminary injunction to halt construction of a snowmobile trail near the Highland Center complex. And wood pallets to protect the rails on the three state-owned former Maine Central Railroad bridges are under construction at the state Trails bureau Garage used in Lancaster. North Country trails head Brad Presby ordered that the protective pallets be nailed together after Judge Edward Fitzgerald III of the Merrimack County Superior Court in Concord decided on Dec. 15 not to issue the injunction… even though he said it would do "irreparable harm" to the AMC for a snowmobile trail to cut through its 26-acre Highland Center property to reach Mt. Clinton Road. Speaking from the bench, Fitzgerald warned the state that in opening the trail it was proceeding "at its own peril" in light of AMC's pending lawsuit, which seeks both injunctive relief and damages. The AMC has filed a motion for reconsideration and has requested a hearing at which the judge will be asked to decide whether AMC does own in fee more than an acre of land under the railroad, now used by the trail. "We're disappointed in the state's decision to move ahead and open the trail even wafter the court's determination that doing so would cause 'irreparable harm,'" said AMC employee Walter Graff. He noted that the club and its employees recognize the importance of snowmobiling to the local economy. "With prior notification, we might have worked out a better solution for this season," Graff said. Harold Garneau of the Twin Mountain Snowmobile Club said he has high hopes that the Forest Service will allow a trail to be cut from the rail bed to Route 302 that would cross that highway and then head over an open field up to Mt. Clinton Road. That route would not require any snowmobile traffic to go near the Highland Center and would also provide the extra capacity the snowmobile club believes is necessary for it to continue to offer a premiere trail riding experience to area residents and visitors."

- Littleton Courier – Wed, Dec 22, 2004 pg. 12A

December 22nd

Cog Winter Operations Begin: "The Mount Washington Cog Railway has begun preliminary winter oerations with trains taking skiers, snowboarders, and sightseers partway up the tracks, making a 400 to 500-foot ski run available. Tickets for all-day skiing at the Cog will be available at a discounted price of $25 until more terrain opens. Full trail opening is anticipated for Sunday, Dec. 26. "This is probably the most unique skiing and riding experience in the world," says Cog Railway President Wayne Presby. "Our partnership with Bretton Woods adds a whole new dimension to the alpine experience at the Mount Washington Resort." Starting this winter skiing and snowboarding train passengers will have the option of riding… to the bse of Cold Spring Hill, to access beginner terrain, or to the Waumbek siding, for intermediate-level skiing and riding. A single groomed trail, with snowmaking, running parallel to the railway trestle is about one mile long and offers 1,100 vertical feet of skiing fun. The trail is located on land owned by the Mount Washington Railway Company and National Forest boundaries will be clearly marked as out of bounds. "I've been thinking about skiing from the Cog

since we purchased the railway in 1983," said Presby. "We've had to overcome some technological challenges to make this a viable endeavor, but like those who came before us, we've met the challenges and are reaching our goals." *- Littleton Courier – Wed, Dec 22, 2004 pgs. 1B & 2B*

December 26th

Adventurous Ski Ride: *Washington Post* reporter M. J. McAteer writes: "Quad chairs and T-bars and rope tows, ho hum. For the upwardly mobile skier, just so much pedestrian transport. For a real lift, the snow bored should consider poling over to New Hampshire this winter to visit a small, new alpine area where the ride up promises to be more of an adventure than the ski down. Starting this month, for the first time anywhere on Earth (weather permitting, of course), skiers can ride a cog railroad to the top of ski slope. Non-skiers are welcome to go along for the ride, too, downloading aboard the train as all but the slowest snow-plowers outpace them down slopes bisected by the cog's track. Until now, the steam-powered train largely had suspended commercial operations in winter because the weather atop Mount Washington is brutal... which is why the cog will keep to the lower elevations in its new role as a ski train. Doug Waites, former sales and marketing manager of the cog railway, thinks the ski train is a novelty that will build up a real head of steam. "People always want to ski Mount Washington," he says, "bug [skiing] has been limited to Tuckerman's Ravine." For the uninitiated, Tuckerman's, to paraphrase the New Hampshire state motto, is a lift-free-and-maybe-die kind of place. The only way to get there is on foot via a 4½-mile to the base followed by another hour-long slog to the top of the ominously and accurately named Headwall. The so-called slope descending from the Headwall really is a cliff, which is closed to skiing until late spring, until enough snow has accumulated to camouflage that fact. The slopes at the cog, however, will be no Tuckerman's. They will instead be "suitable for snow bunnies," Waites says cheerfully. "Skiers will have an opportunity to experience Mount Washington in the winter - but without the danger." (The railway) has created four trails with a 1,100-foot vertical drop... the area will have the usual ski amenities - snow-making, grooming, instruction for skiers and snow boarders, a ski shop with rentals and cafe. It's the transportation that will be, in a legitimate use of a brutally overworked word, unique. The ski trains will run to Waumbek Tank, which at 3,800 feet is about a third of the way to the summit. In good weather, the engines will take on water at the tank before continuing up to the peak. The ride up will take about 15 minutes. That translates to about 76 feet per minute because the cog's method of locomotion is so painstaking. The cog engines... will use a quarter-ton of coal and 300 gallons of water in their round-trip ski runs. In fair weather, cinders from the burning coal can blow in the windows of the hand-painted coaches, but grit shouldn't be an issue when the windows are shut. The rail company also has been refitting its engines to burn cleaner and eventually will convert them to oil, says Wayne Presby, who has been president of the railroad for 21 years. The trains will run continuously to produce a lift capacity of 350 passengers an hour. Beginners will be able to debark at a platform partway up the slopes at Cold Spring Hill; more advanced skiers can stay aboard the heated train until Waumbek. The novelty is quite a lure, as the train's 136-year history as a tourist attraction attests. Once that excitement wears off, the slopes are unlikely to hold the interest of advanced skiers for more than a few runs. Not to worry, Bretton Woods, New Hampshire's largest ski area with 101trails and 434 acres of terrain, has the same owner as the cog and is just six miles away. The plan is to offer a combination ski pass along with a free shuttle between the two areas."

- Tampa (FL) Tribune - Sun, Dec 26, 2004 pg. 139



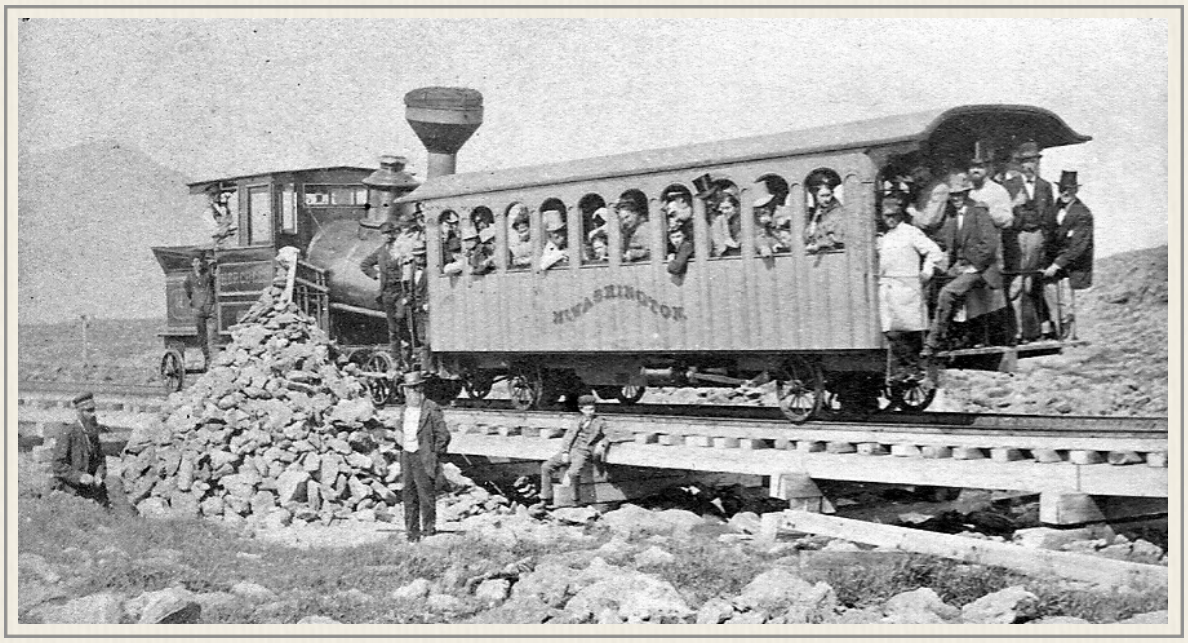
Carving turns on Cold Spring hill (2005)
- Herb Swanson photo

December 29th

Former Courier Editor "Impressed": Mountain Musing: "We were impressed by a 10th Mountain Division and Armed Forces Day hosted by the Mount Washington Cog Railway *(8/12)*. It was a time for soldiers of this famous branch of the service to honor their fallen comrades, the locale being the Summit of New Eng-

land's loftiest peak. The summit House had many evidences of military displays, with a barbecue and reduced train rates for veterans on Cog trains running hourly. Many North Country soldiers were assigned to the 10th Mountain Division that utilized skiing skills in World War II. It was an appreciated gesture by the Cog officials to host this memorial in a special setting." – Jack Colby is editor emeritus of *The Courier,* which he served for 40 years beginning in 1940. He now resides in Lexington, Ky.

- Littleton Courier – Wed, Dec 29, 2004 pg. 18A



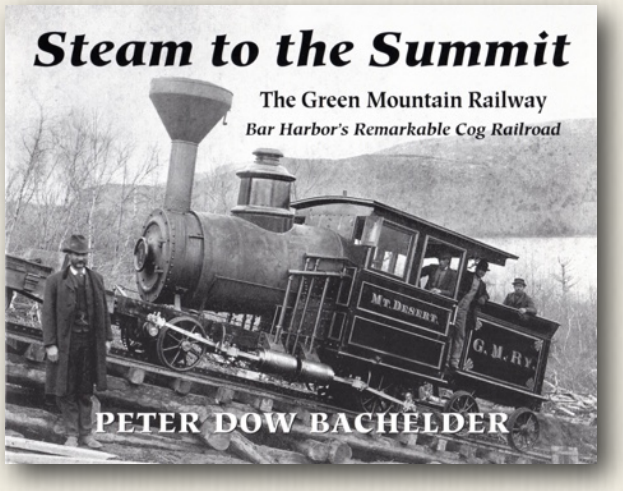


Ascending passenger train & descending trackwalker approach Half Way House transfer (1930s)

- Sidney Garrity Collection via Conrad Ekstrom Jr Facebook page

2005

Mt. Desert Island Railway history published: *Steam to the Summit* chronicles the history of the Green Mountain Railway, a cog railroad that during the 1880s operated between Eagle Lake and the summit of Cadillac Mountain, within Maine's Acadia National Park. The intriguing tale is set during the era when Bar Harbor, Maine, was rapidly emerging as a national travel destination and bold visionaries were aggressively searching for ways to capitalize on the growing throngs of enthusiastic visitors. Although ultimately doomed by a lack of sustainable interest, the curious attraction enabled thousands to marvel at the grandeurs of Mount Desert Island in a fashion most could otherwise have only imagined. It also brought the region a substantial measure of public awareness that has helped ensure its ongoing existence as a preeminent resort community. Peter Dow Bachelder is a Maine native and a graduate of the University of Maine at Orono. Following a brief stint with the U.S. Weather Bureau, he devoted his career to service within Maine's tourism industry. He spent 30 years as Director of Information Services at the Maine Publicity Bureau.



- Amazon.com descriptor



January 5th

Lack Snow / Snowmobiles: Off the Beaten Track by Mike Dickerman: "Shortly before Christmas, a Merrimack County Superior Court judge rules against the Appalachian Mountain Club, which was seeking to stop the state of New Hampshire from opening up a new snowmobile route with just a few hundred feet of AMC's new Highland Center at Crawford Notch. Under Judge Edward Fitzgerald's ruling, the N.H. Trails Bureau will be allowed to open up a new trail along a 4.2-mile stretch 4.2-mil stretch of the former Maine Central Railroad grade between Fayban's Station (Bretton Woods) and the top of Crawford Notch. In making his ruling, Judge Fitzgerald did put some restrictions on snowmobilers. They will only be allowed to use the railroad grade during daylight hours, with use restricted from a half hour after sunset to a half hour before sunrise. In light of the current snow situation, of course, there's been little in the way of added controversy of late. At present there's not enough snow for the snowmobiles, so it's been impossible for anyone to say that allowing the sleds on the railroad grade Is having an impact – positive or adverse – on AMC's Highland Center operation. Stay tuned, however. This story hasn't gone away just yet."

- Littleton Courier – Wed, Jan 5, 2005 pg. 5B

January 9th

Snow Bored?: "Quad chairs and T-bars and rope tows, ho hum. For the upwardly mobile skier, just so much pedestrian transport. For a real lift, the snow bored should consider poling over to New Hampshire this winter to visit a small, new alpine area where the ride up promises to be more of an adventure than the ski down. skiers can ride a cog railroad to the top of the ski slope. Non-skiers are welcome to go along for the ride, too, downloading aboard the train as all but the slowest snow-plowers outpace them down slopes bisected by the cog's track. The Mount Washington Cog Railway... has been huffing and puffing its way to the 6,288-foot summit of the Northeast's highest peak since 1869 via a gear system that drags the train upward one tooth at a time. But until now, the steam-powered train largely had suspended commercial operations in winter because the weather atop Mount Washington is brutal... hardly tourist temperatures and less than ideal ski conditions, which is why the cog will keep to the lower elevations in its new role as a ski train. Doug Waites, former sales and marketing manager of the cog railway, thinks the ski train is a novelty that will build up a real head of steam. "People always want to ski Mount Washington," he says, "but it (skiing) has been limited to Tuckerman's Ravine." The extreme difficulty of Tuckerman's has, for 70 years, made it a must for the macho. The slopes at the cog, however, will be no Tuckerman's. They will instead be "suitable for snow bunnies," Waits says cheerfully. "Skiers will have an opportunity to experience Mount Washington in the winter - but without the danger." The cog is within the federally owned 800,000-acre White Mountain National Forest, but it predates the government takeover of the land and maintains ownership of 99 feet on wither side of its track, which is where it has created four trails with a 1,100-foot vertical drop. The Mount Washington Cog Railway Ski Trains, as the area is called, has the usual ski amenities - snow-making, grooming, instruction for skiers and snow boarders, a ski shop

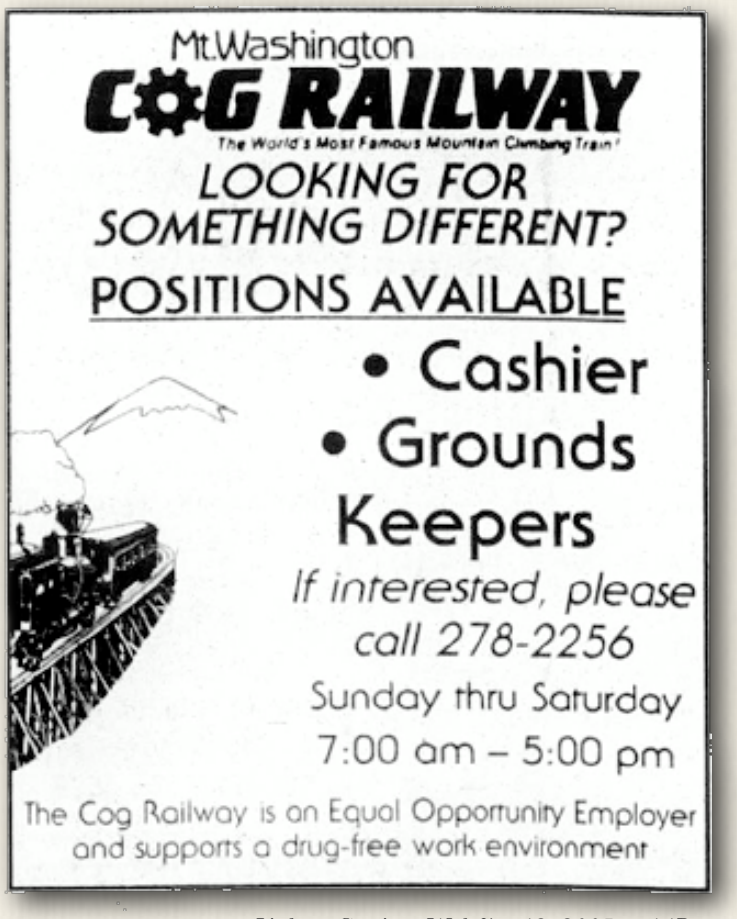


Ski train underway towards Waumbek (Jan 2005)
- Kelly Rines Eggleston Collection

with rentals and cafe. It's the transportation that is, in a legitimate use of a brutality overworked word, unique. The ski trains run to Waumbek Tank, which at 3,800 feet is about a third of the way to the summit. In good weather, the engines take on water at the tank before continuing the journey to the peak. The ride up takes about 15 minutes. That translates to about 76 feet per minute because the cog's method of locomotion is so painstaking. The cog engines - including the *Ammonoosuc* ("a stony place for fishing"), the *Chocorua* (named for a Pequawket chief) and the *Agiocochook* ("home of the great spirit") - use a quarter-ton of coal and 300 gallons of water in their round-trip ski runs. In fair weather, cinders from the burning coal can blow in the windows of the hand-painted coaches, but grit shouldn't be an issued when the windows are shut. The rail company also has been refitting its engines to burn cleaner and eventually will convert them to oil, says Wayne Presby, who has been resident of the railroad for 21 years. The trains will run continuously to produce a lift capacity of 350 passengers an hour. Beginners will be able to debark at a platform partway up the slopes at Cold Spring Hill; more advanced skiers an stay aboard the heated train until Waumbek. The novelty is quite a lure, as the train's 136-year history as a tourist attraction attests. Once that excitement wears off, the slope are unlikely to hold the interest of advanced skiers for more than a few runs." *- Greenwich (CT) Daily Advocate - Jan 9, 2005 pgs. 41 & 44 / Spartanburg (SC) Herald-Journal - Sun, Jan 2, 2005 pg.33*

February 16th

AMC Appeal Denied / New Case Underway: "The Appalachian Mountain Club has lost its appeal asking Judge Edward Fitzgerald III of Merrimack Superior Court in Concord to reconsider his decision that allows the state Trails Bureau to open up the newly designated snowmobile trail that runs past the AMC Highland Center. However, although Fitzgerald has turned the nonprofit club's request for reconsideration down, he has scheduled a trail on July 25-26 to hear testimony on a closely related topic – whether or not the AMC owns land under the rail bed, now leased by the Conway Scenic Railway. If AMC is a landowner, then the trails Bureau would have to seek permission before running snowmobiles over its land. The AMC has maintained that as a stakeholder it was not informed of the Trails Bureau action in advance. The state maintains that the trail is entirely on state-owned land. The Base Road is now open year-round, since the Mount Washington Cog Railway remains open this winter for ski trains (and is no longer a snow machine-only



- Littleton Courier - Wed, Jan 12, 2005 pg 14B

route in the winter). A new narrower snowmobile trail with a number of bridges has been opened up alongside the Base Road. AMC spokesman Rob Burbank said that although the AMC is disappointed at the court's decision, the club would continue to work the state Trails Bureau and the U.S. Forest Service. They hope to find an alternative route that will satisfy the needs of the snowmobiling community as well as the AMC's desire for quiet. Forest Supervisor Tom Wagner has said he will do whatever he can to help. This year the snow cover has been so sparse that the new rail bed route has never been opened."

- Littleton Courier – Wed, Feb 16, 2005 pg. 8A



- Littleton Courier - Wed, Mar 2, 2005 pg 16B

New Challenges for Skiers: "If you mention skiing on Mount Washington to most people, the first thing that comes to mind is Tuckerman's Ravine, a spring skiing haven. But this winter a new way to ski Mount Washington has opened, and it certainly provides one of the most unique skiing opportunities in the state, if not the entire Northeast. The Mount Washington Cog Railway… now brings passengers up the slopes of Mount Washington wintertime, allowing for skiing on the highest peak in the Northeast. Skiers can purchase their tickets at the Marshfield Station, which serves as the base lodge. From there, they climb on board the heated coach car for a 15-minute trip to the 3,800-foot mark at the water tower… thanks to the coal-fired steam engine pushing the car up the tracks. Climbing the tracks, the intimidating sight of Mount Washington is in front of you the whole time, but as you disembark from the train, a whole new world opens up, as you can see out across the miles, with New Hampshire's largest ski area, Bretton Woods, looking like a molehill, a scant six miles away. Skiing down the hill, you can stop and watch the train as it descends, or make your run quickly and await the return of the train in the warmth of the base lodge. Of course, getting the trains on track in the wintertime is a new endeavor, and keeping them running is certainly a different animal than what goes on in the summertime. "It's a lot more work now at this time of year," said Cog worker Dan Boivin. At the midway point of the journey, Boivin and a co-worker exit the train to clear some snow from the tracks, while we continue on. The well-groomed trail, which runs parallel to the tracks all the way to the Marshfield Station, is approximately one mile long and drops about 1,100 feet from the Waumbek platform to the Marshfield Station. Riders can also get off at a lower point to access the easier, lower portion of the trail. The trail is equipped with snowmaking apparatus, which adds to the natural snow the mountain gets. The Cog Railway purchased a groomer from Bretton Woods to maintain the trail, and on this morning, conditions couldn't be better." *- Littleton Courier – Wed, Feb 16, 2005 pg. 1C*



- Littleton Courier - Wed, May 25, 2005 pg 16B

May 4, 2005

Jazzy Moms: "The Mount Washington Resort will celebrated Mother's Day weekend May 6 – 8 with a variety of family activities, including a showcase of jazz performances and a ride on the world-famous Mount Washington Cog Railway. On Friday, May 6, a welcome reception in the hotel's conservatory. Guests will enjoy a complimentary beverage tasting… and a jazz quartet featuring Jamie Johnson. Throughout the day on Saturday, May 7,

mosterhs can enjoy complimentary skincare and makeup classes. A live 9-piece jazz performance by The Cosmonuts will feature Jamie Johnson and Henley Douglas Jr. of the Boston Horns. On Mother's Day, May 8, The Mount Washington Cog Railway will offer mothers complimentary passage to the top of the northeast's highest summit when accompanied by a child or another adult."

- Littleton Courier – Wed, May 4, 2005 pg. 2C

May 18th

Jefferson Notch Washout: "The New Hampshire Department of Transportation says washout damage will delay the opening of Jefferson Notch Road, a 9-mile seasonal dirt road that runs from the Cog Railway Base Road to NH Route 115 in Jefferson. Jefferson Notch Road is not maintained during the winter months. NHDOT crews discovered the washout damage last week. Nearly a mile of the dirt road was apparently washed out when a culvert was plugged by timber debris deposited by the spring thaw and heavy rains. The washout extends across the width of the road and in some places is up to four feet deep. Due to still present frost and muddy conditions, Jefferson Notch Road is not expected to be repaired and opened before Memorial Day weekend. Barriers will be in place at both ends of the roadway while it remains closed. Repair work is scheduled to begin the week of May 23. An estimated 5,000 yards of fill will be needed to be trucked in to repair the road damage, which is expected to take about a week and half to complete once it gets underway."

- Littleton Courier – Wed, May 18, 2005 pg. 6A



- Littleton Courier - Wed, Jun 15, 2005 pg 17B

May 26th

Boiler Inspections 1: Wayne Brigham of the New Hampshire Department of Labor issues one-year operating certificates for the boilers on No. 4, No. 8, No. 9 & No. 10 as he found "Conditions satisfactory as construction permitted."

2005 Cog Ticket Prices

Age	
Adults	$49
Child (6-12)	$35
Child under age 6	Free on adult's lap
Senior 65+	$45

June 8th

Sweet Shoppe Boys & Girls: "Members of the Boys & Girls Clubs of Lisbon were welcomed to the Mount Washington Hotel last week to sample ice cream at the newly renovated Sweet Shoppe, thanks to a partnership between the hotel, and the local Boys and Girls Club chapter. "This partnership will provide a resource of the Boys and Girls Club to learn about the rich history of our community," said resort President Joel Bedor, "as well as a venue for fun and engaging after-school activities for our future citizen Leaders." The hotel's newly reopened Sweet Shoppe is located along Stickney Street, on the Patio Level. To support the newly formed Boys and Girls Club, the Mount Washington Resort has committed to hosting a fund-raising gala in the fall, with proceeds to benefit the club. Future collaborative endeavors may also include a dining etiquette class at the hotel's four-diamond dining room, educational trips on the century-old workings of the Cog Railway, and ski lessons at Bretton Woods Mountain Resort. "The Resort looks forward to the opportunity to help make our community a positive place to learn and grow," said Bedor. "We are pleased to have a role in supporting kids and teaching future skills need to enable North Country youth to thrive."

- Littleton Courier – Wed, Jun 8, 2005 pg. 2C

June 9th

Boiler Inspections 2: The boilers of the No. 3 *Agiocochook* and No. 6 *Kancamagus* were water pressure tested on June 9th and passed so a certificate of operation could be issued. N.H. Labor Department inspector Wayne Brigham noted a "Large amount of scale on the water side in mud legs" of No. 3, but the "Scale is being washed out." A "large amount of scale" was found "on the water side in area" of the No. 6's mud legs. Brigham came back on June 23rd to inspect the No. 1's boiler and found "conditions satisfactory" to issue a one year operating certificate.



"Model of the Peppersass in the museum on top of Mt. Washington. The 'museum' as they call it ain't worth the $5 unless looking at plants is your thing." (Jun 15, 2005)
- Photo by Jesse Mazzie - NERAIL photo archive

July 3rd

Beaver Brook Display: "The first locomotive and coach to carry tourists to the top of Mount Washington will go on display this fall at a transportation museum. The Tip Top locomotive, which first climbed the Mount Washington Cog Railway in 1869, will go on display at the Beaver Brook Farm and Transportation Museum. The Cog Railway has never released any of its equipment, even to the Smithsonian Institution. But it made an exception for the gilbers' museum, which is free and open only during the Christmas season." *- Lowell (MA) Sun - sun, Jul 3, 2005 pg. B8 (55)*



- Littleton Courier
Wed, Aug 17, 2005 pg 19B

August 3rd

White Mountain ValuePass: "Visitors to New Hampshire's White Mountains can save nearly 50 percent on admissions to the most popular attractions by purchasing the 2005 White Mountain ValuePass. The pass admits two people to visit each of the 17 White Mountain Attractions, and is valid through the Summer/Fall season with no "blackout" dates. The ValuePass is only available through the white Mountain Attraction Association. Whether it is used as the focal point of a destination vacation, ensuring an activity for every day; or it it is used as a way to plan a season of weekend getaways, the White Mountain ValuePass offers a range of activities from cultural to adventure; sightseeing to amusement park. The ValuePass is valid or two admissions to each of the following attractions (including) Mount Washington Cog Railway. The total value of the pass is nearly $600. Value Passes may be purchased at the White Mountains Visitor center or by sending a check for $295 for each pass to: WMAA in North Woodstock."

- Littleton Courier – Wed, Aug 3, 2005 pg. 19B



- Littleton Courier
Wed, Aug 12, 2005 pg 12B

September 30th

Summit Power – No Hanging Just Burying: The electric cable to carry power from the Public



- Littleton Courier - Wed, Aug 27, 2005 pg 16B

Service of New Hampshire grid will be buried underground in a trench from the Cog Railway's Marshfield Station to the 6,2888-foot summit of Mount Washington. Previously, the state Parks Division had planned to hang conduit for the cable under the cog's trestles, from the Waumbek Tank (at 3,800 feet in elevation or a third of the train route) up to the peak. Conduit to hold cable has already been buried from Marshfield up to the Tank. The plan to hang conduit on the Cog's trestles had to be changed last month (August) when the state Attorney General's Office advised the parks Division, which manages the 59-acre Mt. Washington State Park, that the state did not have the right to indemnify the Cog Railway – that is, make it free of any liability associated with the cable's under-track installation – without a special act of the state legislature, said state Parks Division Director Allison McLean. The eight voting members of the (Mount Washington) Commission who were on hand at Wednesday's *(9/30)* meeting were told about this latest development by McLean and architect Tom Mansfield, who heads up the Design, Development, and Maintenance Division of the Department of Resources and Economic Development (DRED). Fortunately, Mansfield explained, during the time the Division waited for the AG's opinion on the thorny indemnification issue, no "start work orders" were issued, even though on June 22 the Governor and Executive Council approved the three project contracts totaling $518,000, all awarded to low-bidder White Mountain Communication Corp., owned and operated by Dennis Tupick of Randolph. Once the AG's Office had nixed using the underside of the Cog's tracks for the power project, Tupick, who worked for several years "on the ice" as part of the support team for American scientists in the Antarctic, came forward with the idea of installing the cable underground, based on his earlier extreme-col-weather experience. On Sept. 2, Tupick, together with Mansfield and two consulting engineers – Bob Rischko and Allan St. Peter of Dufresne-Henry of Springfield, Vt., rode the Cog to the summit and then walked down the entire Cog-owned right-of-way. Although "no pen has been taken to paper," Mansfield said, it looks as though changing the project along the lines that Tupick had suggested in feasible, that the contracts can easily be amended, and that change orders can be issued without any increase in the project's budget. The only snag would be the possible need to put up an aerial crossing for the transmission line at the Ammonoosuc River crossing near the Base Station, he said. Commission member Wayne Presby, who owns the Cog with Joel Bedor, suggested that a solution to avoiding that unaesthetic weak spot in the transmission line would be to use a culvert that the Cog is now guiding through the permitting process with the state Department of Environmental Services (NDES). Most of the narrow trench that would have to be dug up the mountain would be done using a large rubber-tired machine, the engineers said, although some digging would have be done by hand. "We would have everything put back and are hoping to have the work invisible," said Rischko, adding that any excess soil would be hauled away. Three different kinds of cable covering could be used, with the possibility of combing all three types, depending on site-specific conditions: armored cable that is available off the shelf which would be covered with 30 inches of cover; plastic conduit that calls for an 18-inch cover; and steel cable that must have six inches of cover. Concrete vaults, similar to the ones already installed along the stretch of tracks from the base to the Waumbek Tank, could be installed to provide access to the cable, or, in some places, pull-box vaults installed at shallower depths could be used. If there were ever a break in service, new techniques that allow for that spot to be pinpointed within a foot to a foot-and-a-half of the flaw would be employed.

Back-up Generators: The consulting engineers presented nine options as to where the two 230 kw Caterpillar back-up generators (currently being used to supply all electric power on the summit) as well as the needed switches and a transformer that are key to the proposed electric distribution system would best be located. The Commission was asked for its input on which three of the nine should be worked up in far more engineering detail and cost estimates over the next several weeks. Commission members first learned from McLean, however, that the state's negotiations with Dartmouth College to possibly purchase the summit's shingled Yankee Building and all Dartmouth acreage on the summit have not yet begun, pending completion of the state's appraisal. Commission members seemed to agree that the backup generators should, if possible, be located to either minimize or eliminate the need for parks Department employees to go outdoors in harsh high-wind winter conditions to turn on, repair, or check on the generators. And most members also agreed that ti would be best to

avoid building any new structures on the summit. Bruce Sloat of Groveton, who was at the meeting as a guest consultant because of his long experience on the summit as well as in running electrical systems in remote areas, said that having good indoor access to the machinery, especially during harsh winds with bone-chilling temperatures, only made sense, particularly because in the future there might be inexperienced Parks Department personnel on hand when there was a power outage. "Walking from one building to another could put someone's life in jeopardy," said Commission member Paul Ingersoll of Berlin. The engineers pointed out that the best place for locating the distribution system would be nearest the biggest load – that is, the Sherman Adams building." *- Littleton Courier – Wed, Oct 5, 2005 pg. 11A*

October 2nd

Jet Blower Purchase:



"What appears to be a giant duck-billed platypus *(right)* stands beside the car barns and maintenance shops at the Mount Washington Cog Railway, just below (west of) the Marshfield Base Station. Soon the recycled J-57 super-high BTU jet engine that boasts 10,000 pounds of thrust will be outfitted with cog gears and mounted on a Cog Railway carriage to become a high-powered snow-blower that will be used to blow snow off the tracks in the winter when the Cog is transformed into a Ski Train so passengers can ski down the narrow trails that start just above the Waumbek Tank. The powerful jet engine will only be run at somewhere between 30 percent to 40 percent of its capacity and will blow air out of its duck-billed nozzle at around 600 m.p.h. to 650 m.p.h., explained machinist Joe Orlando Jr. of Whitefield on Sunday *(10/2)*. The nozzle can be swiveled to direct the air to one side of the track or the other, depending on the operator's assessment of any particular situation, he said. Hot air can also be blown from the nozzle to melt the snow, Mr. Orlando pointed out, noting, however, that any melted water would really have no place to go and would tend to freeze up in some inconvenient location. General Manager Charlie Kenison said it looks almost as though the diesel-powered rig had been especially designed for the Cog. In fact, Mr. Kenison said, this setup is quite common in the snowy plains and mountains of Canada. Cog owner-partner Wayne Presby was able to buy the rig, still marked "CN" for the Canadian National railroad, from a Canadian used railway equipment dealer. The rig will be modified for use in the summer as a work train. The jet engine will be removed and in its place a boom will be installed, allowing the Cog Railway to begin to remove old ties and other debris that has accumulated alongside the tracks since the Railway was first installed in 1869, shortly after the Civil War, by Sylvester Marsh. Later this month, the first oil-fired locomotive will venture up the mountain, signaling a new era at the historic railway that has always powered its locomotives with coal, Mr. Presby told members of the Mount Washing Commission on Sept. 28 in North Conway. *(Editor's note: only since 1910 – wood used as fuel before that)*. The oil that is expected to be used is bio-diesel, a blend of regular diesel oil and vegetable oil, which has been catalyzed to remove the glycerin and then strained. The No. 9 engine – the Waumbek – will take the history-making run, once the conversion project has been completed. No. 9, which has been repeatedly rebuilt, was manufactured in 1908 at the Alco Manchester Loco Works in Manchester, according to Cog consultant Nigel Day, who has extensively researched the origin of the various Cog locomotives, both current and past. Lempor components, designed by Mr. Day to increase efficiency and then manufactured in the Cog's own shops, were installed in No. 9 two years ago in Oct. 2003. Mr. Kenison said that the efforts now taking place in the Cog's shops are drawing on several men's expertise, including that of engineer Al LaPrade, Roger "Valerie" Sanders, and Mr. Day, as well as machinists like Mr. Orlando."

- Littleton Courier – Wed, Oct 5, 20005 pg. 7A



- Littleton Courier - Wed, Nov 11, 2005 pg B14

November 23rd

Ski Trains – Season 2: "Mount Washington's famous Cog Railway will be operating North America's only ski train again this winter. Featuring groomed beginner and intermediate trails, the Cog

November 2nd

Bring Back the Railroads: Mountain Musing: "It will never happen, but one can dream that some day, with gas prices going through the roof, railroads will make a triumphant return to the idle lines of the country. One veteran railroad man, the late Coram Bond of Whitefield, never gave up hope that this would happen. The independence offered by motor travel sealed the doom of railroads, and there is nothing to indicate this will be reversed. We are reminded of the important role the railroads played in the earlier days here in the White Mountains, when we viewed photos in the journal of mountain climbing at the turn of the 20th Century, Our Mountain Trips – 1899-1908, by Rachel Butterfield James, Luch Ardena Butterfield, and Walter H. James, recently published by Bondcliff Books of Littleton. What particularly caught my eye was one of the many old-time photos featured in the volume, the activity at the Base Station of the Mt. Washington Cog Railway with a cog train preparing for the mountain climb, while standing nearby is a Boston & Maine Railroad train that had just brought passengers to the Base Station connection. It is interesting to think about the B&M, which owned the Cog for many years and ran its regular trains from Fabyans Station on Route 302 to the Base Station. So there was uninterrupted rail travel from points throughout New England and elsewhere to the summit of Mt. Washington, the highest point in New England. Only rare photographs like this one can verify historic scenes that were once commonplace in the mountains. That it was a profitable arrangement is indicated by this old picture showing three cog railway trains chugging up the mountain at once, and a fourth waiting its turn! Such demand for railr service, including Pullman trains puffing into the Littleton Railroad Station each weekend, is difficult to imagine without the aid of classic old photos like those in this newest book on hiking in the White Mountains. With the exception of the Cog and seasonal tourist service in Lincoln and Crawford Notch, railroading was forced into oblivion many years ago and there is nothing to indicate it will not remain there."

- Littleton Courier – Wed, Nov 2, 2005 C9



Railway is the perfect destination for a day of family fun. Passengers will enjoy spectacular views of Mount Washington from fully enclosed and heated coaches on the ride up. Skiers and snowboarders have the option of riding to the base of Cold Spring Hill to access beginner terrain or to Waumbek Platform (about a third of the way to the summit) for intermediate-level skiing and riding. Non-skiers can admire the unmatched views and take photos before returning to the base station. The ski trails run parallel to the railway on land owned by the Mount Washington Railway Company. They are about one mile long and offer 1,100 vertical feet of schussing. Snowmaking keeps the trails in shape all season. Marshfield Base Station serves as the base lodge for skiers and railway passengers. The station features a cafeteria with seating for 200, a figt shop with ski accessories, outdoor observation deck and the Cog Railway museum. Ski and snowboard rentals are available at nearby Bretton Woods. Ski trains run nonstop daily from 9 a.m.- 3 p.m., and Marshfield Station is open daily from 8 a.m.- 4 p.m. Reservations cannot be accepted for winter trains.

- Littleton Courier – Wed, Nov 23, 2005 pg. B14 / Lowell (MA) Sun - Sun, Dec 4, 2005 pg. B8

December 5th

Bretton Woods' Odd Lift: "It's an odd idea, really - riding up a mountain for half an hour on a slow train to ski down in five minutes. Makes no sense at all, actually. But it is fun. And different. The Mount Washington Cog Railway, affiliated with the Mount Washington Hotel - Bretton Woods Resort, provides a unique and popular summertime ride to New Hampshire's Mount Washington summit. Last year, winter operations were initiated. It travels only halfway in winter, serving two intermediate-rated ski trails. When asked if the train's winter operation was making money. Railway president Wayne Presby didn't give a straight yes or no answer. "I don't look strictly at the bottom line," he said, shouting to be heard over the cacophony of the smoke-belching steam engine and the rattling wooden rail car. "I look at the big picture. If running this train offers a unique activity and it adds to the resort's overall offerings, making the resort more attractive to more people - and if we're at least not losing more money than we already were - then the train's worthwhile." That's the prevailing attitude at this delightful resort. The cog railway isn't the world's only ski-lift train. But... Presby is quick to point out that his train is unique. It's the "only coal-fired steam ski train anywhere." They go for these kind of superlatives at Bretton Woods. It's billed as New Hampshire's largest ski area. But this isn't a ski area that strikes fear in the hearts of mortal snowsliders... the blacks are mild blacks and the blues are as user-friendly as it gets. Still, it's hard not to buy into their sterling enthusiasm Ownership here has taken a small ski area and a gigantic but decrepit hotel and built, in short order, a state-of-the-art resort, complete with 100 kilometers of Nordic trails. Yet it retains its old-fashion feel and hospitality. How many ski hotels still require gentlemen to wear jackets in the dining room for dinner? Or offer ballroom dancing lessons and after-dinner dance sessions? Or steam train snowsliding? Bretton Woods might not hold the gnarliest trails, terrain parks or tree runs. But the dedication to combing unique on- and off-snow activities, venues, tradition and modernity creates a singular ski experience." *- The Hackensack (NJ) Record - Thu, Dec 15, 2005 pg. S8*



- No. 10 Kroflite on Aug 15, 2006 - Kent Family Collection



The snow jet makes its first run up the Mount Washington Cog Railway in mid November. Using a DC-8 jet engine to blow the track clear of snow, the snow jet allows the Cog to run year-round. Originally built for level track, the machine was converted by the Cog Railway's locomotive shop for its steep mountain track.

January 4th

Snow Jet Blows: "Keeping tracks and switches clear in the winter is a problem for a mountain railroad that experiences some of the worst weather in the world. If the cog rack and switches freeze up, operations come to a halt. Al LaPrade, chief engineer for the Mount Washington Cog Railway, looked into several alternatives for clearing the track, but all were cost prohibitive. So he logged onto the Internet and found that Snyder Equipment, a railroad salvage yard in Toronto, had several used snow jets retired by the Canadian National Railway. Al traveled to Toronto in September *(2005)* and purchased one with only 1,250 operating hours. The snow jet uses a Pratt and Whitney J57 jet engine, the same used in DC-8 and F-100 aircraft, to literally blast snow and ice from the railway. Even though the engine's exhaust blows at 600° degrees and 650 mph, the object is to blow snow more than melt it. "We use it more like a blower than a blow torch," LaPrade explains. "We don't come close to using the full thrust of the engine." Even though it was in good running condition, the snow jet was built for operating on a main line railroad. LaPrade, a registered mechanical engineer who retired from Portsmouth Naval Shipyard in 1995, redesigned the massive machine to run on the steep Cog Railway. He started with the machine's weight and the Cog's 37 percent grade and worked from there. The snow jet moves at 4 mph with motors powered by diesel-engine driving hydraulic pumps. Using off-the-shelf hydraulic components, LaPrade designed new wheel trucks with cog gears and three motors per axle. He added air brakes. He even refined the design of the cog gear to better fit the cog rack. Alpine Machine in Berlin, New Hampshire did the machine work, but assembly was all done right in the Cog's locomotive shop. The snow jet made its first run up the Cog Railway in mid-November. "Now we have to learn how to run it most efficiently, LaPrade said. "We are finding the right combination of power output, nozzle angle and track speed that is most effective. And the snow jet works best on low-water-content snow." The snow jet helps us realize a goal we've had for over twenty years – making the Cog Railway a year-round experience for the whole family," says Cog Railway President Wayne Presby. "A train ride up Mount Washington and skiing down in the dead of winter is an unforgettable experience." The Mount Washington Cog Railway runs nonstop daily from 9 a.m. to 3 p.m. throughout the winter. Reservations are not made for winter trains. Marshfield Base Station is open daily from 8 a.m. to 4 p.m."

- Littleton Courier – Wed, Jan 4, 2006 pg. B17

January 11th

Collectibles at the Historical Society: "The Littleton Area Historical Society will offer a program on *"Collectibles – What Is It?"* and a show and tell today, Jan. 11, at 7 p.m., at the Community House. Ray Hopkins, a director of the society, promises enlightening information and revelations, as participants are encouraged to bring any unidentified, interesting or unusual items to share. This is also the society's annual meeting under the direction of President Dan Cullen. In other news, the Historical Society office only is now located at Mt. Eustis Commons (the old hospital building). The treasury of artifacts will remain in the Town Building, as the future of that building is yet to be determined. The museum continues to receive items from generous folks interested in preserving the history of the area. Several old pictures were left on Vi Hopkins' back porch depicting a fire at the Baptist Church in 1976, and stereoscopic views of the Cog Railway Base Station and the Old Franconia House. And Jane McGuire gave the society an old Littleton mailbag."

- Littleton Courier – Wed, Jan 11, 2006 pg. A15



January 25th

Mountain Musing: "Claiming to be the nation's lone snow train (a designation once popular on B&M trains running from the Boston area to the White Mountains), the Mt. Washington Cog Railway Snow Train is back operating on New England's highest peak. Skiers not only can enjoy the heavy snows that blanket the mountain but can tell folks back home that they reached the ski slope via the world's first cog railroad train built by a Littleton man, Sylvester Marsh. The train, *Old Peppersass*, made the first run to the summit of Mt. Washington on (July 3, 1869). In the intervening… years, the Cog Railway was become known worldwide and was dedicated a National History Engineering Landmark on June 26, 1976. The late Teague family associated with The Cog for so many years would be astonished to learn that it has become a Snow Train to extend its season year-round."

- Littleton Courier – Wed, Jan 25, 2006 pg. C9



No. 10 with modified stack in effort to keep cinders off ski run (Jan 30, 2006)
- Christopher Zyrlis photo / NERAIL photo archive

April 1st

Flying Yankee Gala: "Wayne E. Davis, co-founder and CEO of TrainRiders/Northeast will serve as keynote speaker at the first annual *Flying Yankee* Gala on Saturday, April 1. TrainRiders/Northeast, a non-profit educational corporation of over 1,300 members, was formed in June of 1989 to bring Amtrak passenger rail service to Maine as the first step to expanding Amtrak service in Northern New England. Saturday's *Flying Yankee* Gala will start at 6 p.m. at the Holiday Inn Grand Ballroom on Norther Main Street in Concord. It takes place 71 years to the day from when the *Flying Yankee* passenger train first entered revenue service on April 1, 1935. The event will celebrate both the history and the future of the *Flying Yankee*, and serve as a kick-off for the *Flying Yankee* Restoration Group's multi-year $3.5-million dollar capital campaign. Now based at the Hobo Railroad in Lincoln, where the restoration will be completed, the Flying Yankee will be the only train of its type to ever operate again. It will also service as an icon for education, economic development and tourism for the state of New Hampshire when the restoration is complete. The historic restoration recently entered Phase II and is just over 50 percent complete at this time. An expected completion day of July 2009 was recently announced. Sponsors of the gala, besides Amtrak, including from the region: the Hobo Railroad, the Conway Scenic Railroad, the Mt. Washington Cog Railway, White Mountain Attractions Association." *(Ed note: The Gala would raise $17,000 towards the Flying Yankee project)*

- Littleton Courier – Wed, Mar 29, 2006 pg. A14 & Wed, Apr 5, 2006 pg. A7

2006 Cog Ticket Prices

Age	
Adults	$57
Child (4-12)	$37
Child underage 4	Free on adult's lap
Senior 65+	$52

April 29th

Mt. Washington Resort Sale Coming: "The rumors that have swirled around the region over the last several weeks proved true on Friday *(4/29)* morning when Joel Bedor, president of the Mt. Washington Hotel (WMH) Preservation Limited Partners, confirmed that the historic property will be sold. Hotel officials believe two planned transactions will be finalized before July 1, resulting in the sale of the resort and surrounding acreage. The combined price of these transactions will total over $91 million. "The depth of the experience of CNL and Celebration in both hospitality and land development, combined with their strong balance-sheets,



- Littleton Courier - Wed, Apr 12, 2006 pg B18

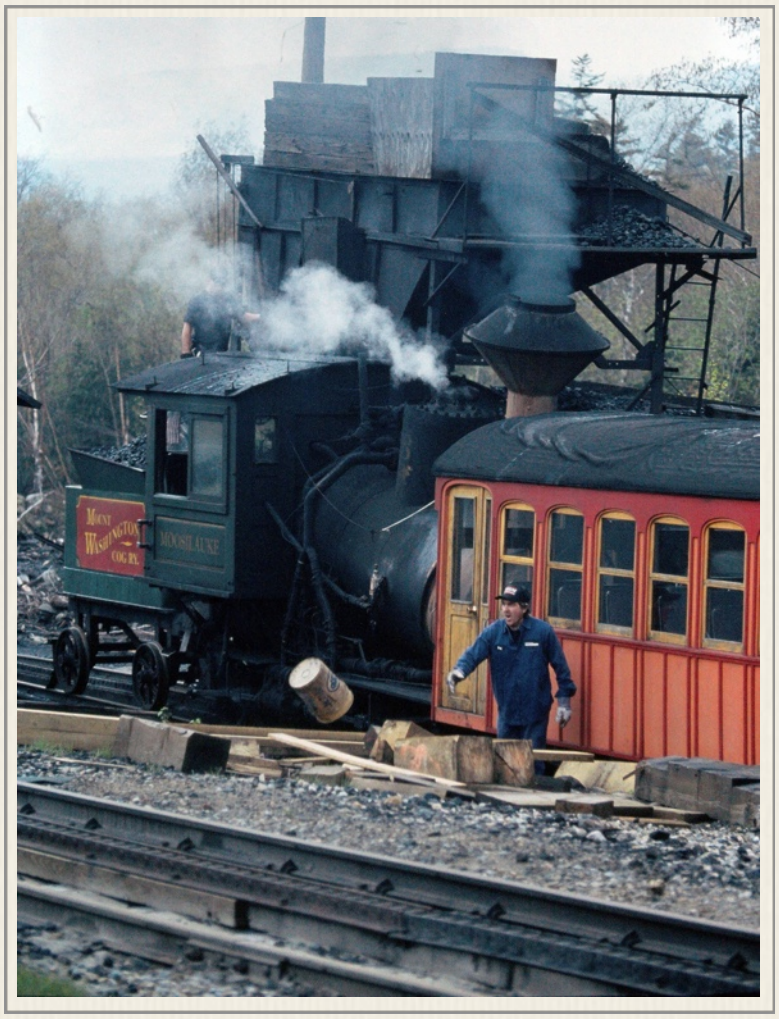
should allow the Mount Washington Resort to become the premier leisure destination in the Northeast," Bedor said. Bedor, and his working partner Wayne Presby, gathered about 50 employees at 10 a.m. on Friday in front of the stage in the ballroom to let them know that partners had entered into an agreement with Celebration Associates and CNL Income Properties, Inc., with the intention of selling the resort. These buyers first became interested in the properties nearly a year ago, he said, and have been actively engaged in due diligence for several months. Bedor said he and Presby told the resort's employees that the new owners would be able to provide opportunities for them to retain their jobs. The resort employees 400 in the winter and somewhere in the 500-person range during the summer, according to Bedor. CNL Income Properties, Inc., of Dallas, Texas, and Orlando, Fla., anticipate spending $46.5 million, according to public records, to acquire 991 acres, including the Mount Washington Hotel itself, the 1896 Bretton Arms Country Inn, the Lodge at Bretton Woods (currently being rebuilt due to a year-end fire in 2005 which partially destroyed it), the Bretton Woods Ski Area, and other associated assets. CNL Income Properties' spokesman Carolyn Gosselin said the company estimates it will spend $21 million over the next five years to renovate and restore the hotel, which was built in 1902 by entrepreneur Joseph Stickney according to plans drawn up by architect Charles Alling Gifford. The Cog Railway, which is owned by Bedor and his wife Cathy, and Presby and his wife Susan, will not be sold. The two men bought the tourist-oriented railroad that runs to the summit of Mt. Washington before they formed a larger partnership to purchase the bankrupt hotel for $3.15-million at auction in August 1991. When asked if it is true that the new owners might seek to build another hotel, Bedor explained that it has been a dream of one of his partners – Presby – to recreate the Mt. Pleasant House, which was torn down in 1939 when it was deemed no longer profitable. (The Bretton Woods Motor Lodge now stands on its site.) If something on that scale were to be built today, Bedor said, it would likely offer fractionalized "condo-style" ownerships. Celebration Associates of Fr. Mill, S.C., and Crosland, Inc. of Charlotte, N.C., announced their commitment to purchase over 900 acres of land and other assets on lands adjacent to the historic Mount Washington Hotel. The golf courses and the development land… will sell for approximately $45 million, according to the resort's public relations manager, Martha Wilson. The MWH Partners had begun to seek a venture partner to develop a pedestrian village at the base of the Bretton Woods Ski Area, and it is not yet clear how or whether the new owners will flesh out that concept.

The MWH partnership is primarily owned and operated by three Littleton families – the Bedors, the Eames, and the Presbys. About a year-and-a-half ago, then partner Bob Clement sold is his interest to two Partners' sons: Jack Eames and William "Bill" Bedor. Bedor said he has "mixed emotions" about selling the enterprise in which he and his wife have invested so much of their time and energy. The partnership will remain owners for now and Bedor will continue to work on hotel operations until a final agreement is reached. He noted that it is "disconcerting" to think of leaving the hospitality business. Bedor also said he and his wife Cathy expect to do some traveling, work on



- Littleton Courier - Wed, Apr 19, 2006 pg B17

worthy local causes, and continue work on Cog issues. His son, *(Bill)* also a CPA and now in the process of moving to the local area from Hilton Head, S.C., will work on the Cog's behalf." *- Littleton Courier – Wed, May 3, 2006 pg. A1 & A10 / Lowell (MA) Sun - Sun, Apr 30, 2006 pg. 17*



"Firing up the steam at the Mount Washington Cog Railway, for the intense climb. Photographed by John A. Taylor, May 27, 2006."
- NERAIL.org archive

May 7th

18 Tons Shakes, Rattles and Rolls: Reporter David Arnold: "At 10 sharp one morning last month, Mark "Cookie" Sodergren yanked twice on the whistle lever, released the forward steam valve, spun the brake wheel free, then throttleD up locomotive No. 10. Like a dragon cut loose, 18 tons of fire-breathing steel lurched forward for yet one more charge up the Mount Washington Cog Railway. One of the cog stable, *Kroflite* rattled, shook, belched and wheezed, pounding home with attitude that the care and feeding of the world's oldest cog railway remains a Sisyphean labor of sooty love. The summer season for this New England icon opened last weekend with a fleet of seven temperamental steam engines. They appear to have been constructed from leftovers; some are prone to pouting, others just plain suborn. All the engines, however, celebrate the ingenuity of not only the foregathers who dreamed up a way to mechanically assault a scenic mountain, but also the half-dozen mechanics who continually come up with ways to keep these elderly beasts alive. For some, the effort is passionate. "Steam is as near as you can bet to a living animal that man has created," said Nigel Day, a 47-year old Welshman. "These animals breathe, make noises, eat, drink, and throw tantrums. They are steel, alive." Two of the engines date to the 1870s, and not for the better part of a century has there been a catalog in the world offering new components for the likes of *Ammonoosuc* (No. 2) and *Agiocochook* (No.3). Yet on these engines, and all of their younger siblings, piston rings must be replaced every two years, pistons every four years, main axles every five. In fact, nothing on any locomotive is original; all the machines are in a constant state of being rebuilt, then rebuilt again, almost always with parts made or finished on the premises. The newest engineering plans on file were drafted in 1904; for blueprints the mechanics use accumulated wisdom. The task is not always a mechanical expedition. One engine this summer will feed on bio-fuel for the first time in cog history. Designers expect that a diet of vegetable oil missed with diesel will substantially reduce air pollution and add horsepower. Another engine will be sporting fancy new chrome-plated piston shafts, nitrite-coated axles, and some Teflon-braided plumbing, all in hopes of reducing the wear and tear that comes with constantly climbing a mountain. No two engines are alike, but they all have shared one trait since the cog's inauguration in 1869 (the year, incidentally, that the Transcontinental Railroad was completed): They are very needy. The Mount Washington cog has to chug up more than 3 miles of the second steepest track in the world. Only the Mount Pilatus cog in Lucerne, Switzerland is steeper, according to Wayne Presby, a co-owner of the Mount Washington Cog Railway. Credit for the invention goes to one Sylvester Marsh, who counted Abraham Lincoln as one of his lawyers in a matter unrelated to railroads. On July 3, 1869 *(Ed note: Arnold mistakenly said the Aug 18, 1868 run to just above Jacob's Ladder went to the summit)*, his concept steamed to the summit – and has failed, fatally, only twice. For a 50th anniversary celebration in 1929, *Old Peppersass* was dusted off and fired up, but could not take the strain. The antique skipped off the rack and killed it's engineer. *(Ed note: it was the railroad's photographer who died)*. In 1967, eight passengers died when an engine derailed on a switch that a hiker might have tampered with. Operating procedures and design changes have mad a similar tragedy all but impossible, according to railway employees. No one, however, is promising that a locomotive won't occasionally act up – maybe blow a piston ring or burst a fitting. Or suddenly announce that it has plain old rattle fatigue. For the past two winters, the cog has run skiers up a trail groomed on the lower third of Mount Washington, and it was on one of the last days of this year's season that the engine crew invited an observer aboard the cab of *Kroflite*. "Sorry 'bout that! Shakes a bit!" Sodergren yelled as *Kroflite* lurched to life. Sodergren began tweaking valves to keep the boiler

pressure at 150 pounds per square inch as the train started up. Criss-crossing the cab floor and moving considerable faster than the mountain scenery was Matt Scott, shoveling coal from the tender into the boiler's maw. Scott wore sunglasses to protect his eyes from the glare and heat of the fire. Shovel held near the blade, he moved with clockwork precision through a five-second routine. Scoop, turn, job two steps, flip the latch and open the boiler door, shovel coal in, slam the door shut, latch it, turn, job two steps, then scoop again... It's body-building in a work environment where earplugs are mandatory, burning bits of coal from the smokestack fly through the windows to sting like ant bites, and escaping steam from the valves occasionally reduces visibility to a foot or two. This is the clean part f cog care. The real grit, accumulated since the time Ulysses S. Grant was president, coats the inside of the gym-sized clapboard machine shop located just down the track from the passenger terminal. This is daily home for a coterie of grease-streaked mechanics tending their charges. After *Krof-lite's* round trip, it was where Joe Orlando, 50, the shop foreman, was monitoring the fine-tuning of a steel piston. He had mounted the 25-pound object on a room-sized Reed Prentice lathe. Forged to rough dimensions outside the shop, the piston was now midway through a four-hour final quarter-inch trim that Orlando directed by constantly adjusting 12 control cranks. "The thing that impresses me most is not how we keep these locomotives running, but how they did it with cruder tools back then," Orlando explained after removing another 70/1000ths of an inch of steel. Schooled in his father's machine shop, Orlando has not lost the Brooklyn accent he arrived with in 1987. He had come with his wife to the White Mountains for a vacation and seen a "machinist wanted" advertisement. The job took, the marriage did not, and now Joseph Orlando III, 16, works alongside his dad. Mike Kenly was 19 when he started in the shop doing odd jobs. Now 53, he holds the title of chief mechanical officer. There are many fingerprints throughout the cog railway shop. They are on the rail magazines atop the lunch table, they are on the lunch table. They are on coffee mugs, sandwich wrapping, overalls, and everyone's faces. And there is probably not a bolt on a locomotive at the Mount Washington Cog Railway that one point or another did not have Kenly's fingerprints on it as well. He has logged 34 years in the shop. What's his secret to job longevity? "The fun of being part of history," Kenly said.

- Worcester (MA) Sunday Telegram Sun, May 7, 2006 pg. M9 (115) & M11 (117)

May 24th

Canadians Are Coming!: "It's time for local business to hang out their Canadian flags, which sport a distinctive red stylized maple leave. Many more Canadians, especially those who live in Quebec, Ontario, and the Maritime Provinces, will soon be spending more time and money in norther New Hampshire than they have



No. 8 "Moosilauke" begins another trip up the mountain on July 12, 2006 - Base Station, NH (2006)
- Christopher Lynch Collection

over the last few summers, thanks to a far more favorable exchange rate, said Jayne O'Connor, who heads up White Mountains Attractions, an association representing 17 attractions and 350 business. "The exchange rate plus the lack of sales tax will make New Hampshire very attractive this summer," predicted O'Connor. The Canadian dollar is worth about 90 cents in U.S. currency; it had dipped into the 70-cent range a couple of years ago. That is an increase of about 20 percent in (Canadian) spending power. Northern New Hampshire, she said, is also attracting more tourists because of the outreach efforts of the Port of Portland (Maine) which is luring cruise ships and the CAT, the high-speed car ferry that sails to the Maritimes. Some of the cruise ships offer on-shore motor coach tours to the Mount Washington Valley and the White Mountains, O'Connor said. The Cog Railway has already booked 1,800 seats to busloads of cruise ship passengers. "I'm very optimistic we will have a good summer," she said."

- Littleton Courier – Wed, May 24, 2006 pg. A10

June 9th

Hotel Closing ?: "June 19 will go down as a red-letter day in the history of the landmark Mount Washington Hotel and its associated assets on approximately 2,200 acres of land on both sides of Route 302. That Monday is the scheduled closing date for two transactions that will split the holdings of the Mount Washington Resort at Bretton Woods in two, bringing new ownerships, serious investment capital, and in-depth professional hospitality and development experience to the historic property. The myriad details of the two sales, which reportedly total over $91 million, have been hammered out, reported partner Cathy Bedor, who for about a decade has served as the resort's public and media relations manager. The MWH Preservation Limited Partners entered into an agreement on April 28 with Celebration Associates and CNL Income Properties, Inc. to sell the property. Bedor spoke informally after the traditional twice-a-year partners' board meeting that was followed by a "Partners and Generals" get-together. The "Generals" refers to all the resort's general managers and spouses, including from the Cog Railway, even though that enterprise is not technically a MWH resort property and is not part of the two pending sales. Partner Wayne Presby said the pending sales are, of course, bittersweet, but the new ownerships have very deep pockets, making investments in the property a certainty. He surmised that never since the hotel opened its door 104 years ago in 1902 as the brand-new premier property in the White Mountains have such resources been at its disposal."

- Littleton Courier – Wed, Jun 7, 2006 pg. A10

June 21st & June 23rd

Hotel Closing! & Land Closing!: "In two transactions on two separate days, the MWH Preservation Limited Partnership completed sales of the hotel, ski area and is associated properties to CNL Income Properties and to Celebration Associates and Crosland, Inc., ending 15 years of local ownership. The two sales totaled $85 million, but did not include either the Mt. Washington Cog Railway, which is owned by members of the Bedor and Presby families, or over 300 acres of adjacent undeveloped acres in Bethlehem. On Wednesday, June 21, Celebration Associates and Crosland, Inc., completed their $40 million purchase of over 900 acres of land and other assets that surround the landmark Mount Washington Hotel and the Bretton Woods Mountain Resort. Shortly before 3 p.m. on Friday, June 23, CNL Income Properties Inc., of Orlando, Fla., acquired the historic Mount Washington Hotel and other related assets for $45 million. Plans for both these transactions were first announced in April. National Resort Management Group (has been engaged) to market and operate the resort property. The partners in the NRMG will serve in positions of leadership an executive responsibility as they lead the Mount Washington Resort through the extensive renovations, major capital improvements, and significant real estate developments now being planned. At an informal gathering on Saturday (6/24), NRMG founder and managing partner, Pat Corso announced that he would live on site to manage the property while improvements were made, along with his wife Judy, a fifth-grade math and science teacher, who will seek a teaching position in a local school system. Corso said he expected that two 10,000 square-foot spas would be built along with another much-needed meeting room. Corso said a $20 million budget has been earmarked for capital projects, such as removing dry rot and then properly painting the hotel's wrap-around veranda."

- Littleton Courier – Wed, Jun 28, 2006 pg. A14

June 22nd

Boiler Inspections 1: New Hampshire boiler inspector Wayne Brigham inspected four Mt. Washington locomotives and found "conditions satisfactory" for operating permits for No. 2, No.4, and the No. 6. However, there were problems with the No. 9 *Waumbek's* boiler that Nigel Day had converted from coal to fuel oil. He

noted the high-pressure boiler converted from hand coal to hand oil fired "lacks the proper tagging of combustion fuel air controls" and the "combustion chamber is not constructed in a manner to prevent flames striking the boiler heating surfaces directly, such as water legs, tubes, shell, and similar boiler surfaces to avoid metal overheating and bulges." The oil line from "burner to tank does not have a spring loaded fire-amatic. Burner light off is not done in a safe manner" and the burner needed tuning so as to have an even flame." Brigham said adequate pre and post purge cycles needed to be used to safely purge the combustion chamber. He ordered the burner controls be properly labeled and a manual created "explaining the safe burner light off and operation." Brigham wanted the purge cycles documented, an emergency spring-loaded fuel line cutoff device installed close to the tank, and the firebox built to keep direct flame off the boiler surfaces.

July 5th

"Soft" Adventure at the Mt. Wash: "Renovations at the (Mount Washington) Hotel will be designed to bring the outdoors indoors and to tell the story of its unique geography and culture. Interior designers, (new hotel manager Pat) Corso said, would work to retain the hotel's historic qualities while still making the Grand Dame more lively. He would like… to feature a desk that would offer programmed activities for those who would like to do more than merely enjoy the views from the veranda and the typical resort activities close at hand, such as golf, tennis, and swimmer. "Guests could become immersed in this unique ambiance," he said. "Ecotourism would help contemporize the experience of staying at a grand hotel." "Soft adventure, he said, might for example, include a trip to the Summit on the Cog Railway, a walk down the Crawford Path to the AMC Lake of the Clouds hut, and then a hike back up to the Westside Trail to the Cog's Skyline Switch platform to ride back down to the Marshfield Base Station."

- Littleton Courier – Wed, Jul 5, 2006 pg. A11

July 6th

Boiler Inspections 2: The Thursday after the 4th of July, state boiler inspector Wayne Brigham was back at the Base taking a look at the No. 8 *Moosilauke* and No. 10 *Kroflite*. He found the water side mud legs "contained a heavy amount of scale, mud and sediment" in both boilers. He did grant a one-year operating certificate, but required the Cog Railway to implement a written procedure "describing when and how long each boiler shall be bottom blown." *(Ed. note: This high-pressure release of water and steam from a valve at the base of the boiler just in front of firebox above the ash pan cleans out much of the boiler scale, mud and sediment that has collected during operation.)* The State wanted the railroad to provide a copy of this written procedure to them in Concord. In response to a documents request for the written procedure in November 2018, the N.H. Labor Department said "There is no indication from the files that we have that it was provided or not provided. We do not have a copy so if submitted it was not retained."



July 12th

Mother and the Three Bears: Beaten Path: "If a couple of photographs making the rounds lately are any indication, then it must have been a good breeding year for black bears. (L)ate last week on the Mount Washington Observatory's Web site, staff observer Jim Salge posted a shot of a mother bear and her three cubs ambling down the Cog Railway tracks not too far down from the Mountain's 6,288-foot summit. Here's what Salge wrote about last week's visitors to the top of New England: "The reasons why people decide to climb mountains can range from 'because it was there' to deeply personal reasons. The reason why a bear would climb a mountain though has long been settled in childhood song… 'to see what he could see.' But still, despite the longstanding forewarning that the bear would someday come over the mountain, it was still quite surprising to look down off the observation deck and see a mother bear and THREE cubs bounding over the rocks yesterday! Large animals have been seen from time to time on the mountain, and there are fairly legendary pictures of moose and bears up here, but sightings are extremely rare in the rugged landscape above tree-line. It therefore seems very odd that a sow would bring her cubs up to the peak, but nonetheless, there they were. Mother bear was leading, and the three cubs were evenly spaced in route trailing behind, heading from the Gulfside Trail over to the Nelson Crag Trail. Once they got over to the cog, they hopped on the trestle and walked on the tracks all the way down to the trees. At one point one of the cubs fell through the tracks but it quickly climbed back up to join the group. Usually such an event would draw a big crowd, but only Bill from state and I were awake to see them. I have been thoroughly razzed as to why I didn't wake anyone else up. That's always a tough judgement call, as I've had mixed responses for epic sunrises and

auroras. The new standing rule on the summit, all staff shall be awakened in case of fire and baby animals!"

- Littleton Courier – Wed, Jul 12, 2006 pg. B3

August 2nd

Powerline To Be Rebid & Rescheduled: "The project designed to bring electricity off the Public Service of New Hampshire grid at the Marshfield Base Station of the Cog Railway to the state park on top of Mount Washington most likely will not be completed this summer. It will have to be rebid and rescheduled to the spring and the summer of 2007. The latest draft of an easement document that would allow the state to run conduit for electric and other wires within the Cog Railway's 99-foot right-of-way is now being reviewed by Cog owners Wayne Presby and Joel Bedor. The state Attorney General's Office has previously reviewed this and other drafts, according to architect Tom Mansfield of the state Parks and Recreation Division. With no agreement in place, it now looks as though electricity will continue to be supplied for summit activities, such as the Mount Washington Observatory, by on-site diesel-powered generators located under the entrance canopy of the state-owned Sherman Adams building. The electrification project has taken so long, Mansfield said, that it will have to be rebid. Ordinarily, he said, contractors only commit to a price for two years. The contract to install the conduit and run the cables up the Rockpile is now held by Dennis Tupick, the owner-operator of White Mountain Communications of Randolph. Fearing that it looked like there would be delays, Mt. Washington park supervisor Mike Pelchat of Gorham arranged to have a complete rebuild done of one of the two on-site generators, since the equipment has been run for the number of hours which require this kind of maintenance work which will be done on-site. Only one generator is run at a time; the other serves as a backup. Many of the state's emergency communications devices, as well as radio stations depend on the supply of electricity on the summit. The temporary location of these two generators requires a lot of attention over the winter from on-site Parks personnel, who must go out into the cold and wind to adjust vents whenever the wind shifts. Phase III of the electrification project – the construction of a low-slung concrete building designed to permanently house a park of backup generators in front of the Sherman Adams Building – now awaits governor and Executive Council action. Ciambro Construction of Portland, Maine, is the low bidder, and Mansfield said he expects this well-known company to be awarded the contract. The generators that previously supplied power to summit users were destroyed in a fire that swept through two buildings on Feb. 9, 2003. It disrupted service but caused no injuries or loss of life."

- Littleton Courier – Wed, Aug 2, 2006 pg. A13



- Littleton Courier - Wed, Jul 29, 2006 pg B12

August 16th

eBay Engine for New Cog Diesel: "A brand-new built-from scratch diesel-powered locomotive should be ready for testing by early December, when it will make its maiden voyage up the Mount Washington Cog Railway tracks. Steel will be cut into large pieces and then used to fabricate the new engine in the Cog's own shops, according to Cog General Manager Charlie Kenison, a Jefferson native. Engineer Al LaPrade, of Jefferson, designed the locomotive that will be named No. 11. "There is about a 20-week lead-time," Kenison said. Master Mechanic Mike Kenly, also of Jefferson, found a government surplus 600-horsepower internal combustion Cummins diesel engine to buy on eBay that will be installed in the

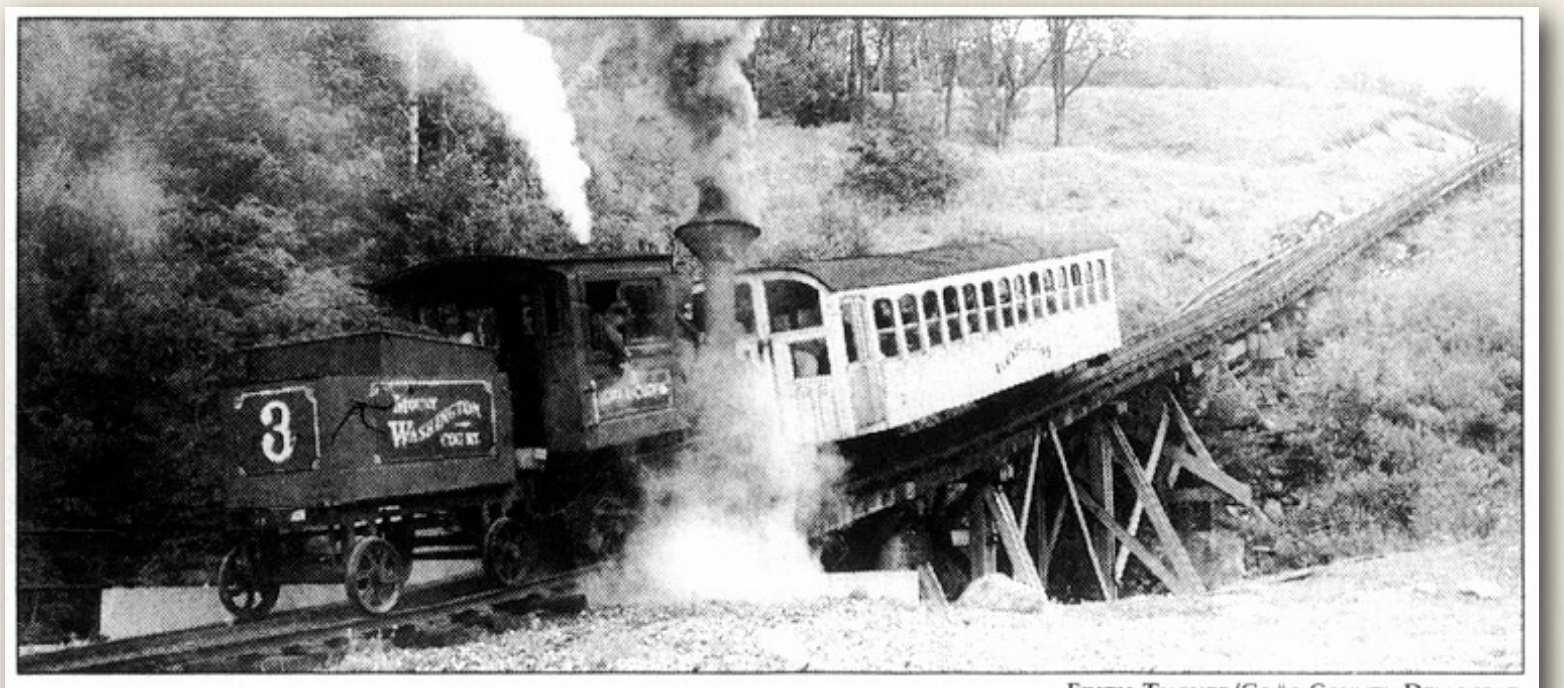


- Littleton Courier - Wed, Aug 9, 2006 pg B14

Cog shops. Although the new locomotive will be built at a tilt to compensate for the Cog Railway's steep grade, the locomotive will look more like a mainline engine than the steam-powered engines that now haul passengers up to the summit. Meanwhile, under the direction of Nigel Day of Wales, U.K. who is one of the world's foremost steam engine experts, the traditional No. 9 steam-powered engine has been retrofitted with a burner that will burn a bio-fuel made primarily from soy oil, along with some recycled Fryolator oil. A flame will burn the bio-fuel just the way coal is burned. According to Kenison, Proulx Oil of North Conway supplies this alternative fuel. In the six or eight trips that the No. 9 has already taken to the summit, the retrofitted steam engine worked well but has some problems with excessively high temperatures in the firebox, Kenison said. This has caused concern not only for the Cog's personnel but also the state's boiler inspector, Wayne Brigham. Ihab Faraq, a bio-oil expert at the University of New Hampshire, has agreed to come north to consult on the problem and come up with a solution. The goal is to have Cog locomotives that can burn three types of fuel: diesel, bio-fuel, and coal. Diesel-fired locomotives will be able to provide faster trips to the summit and allow passengers to stay at the top longer. Steam engines – both bio-fuel-fired and coal-fired – will provide a mode of travel that was typical in the 1800s. The thick black smoke and cinders currently associated with the Cog operation would not be characteristic of either the diesel or bio-fuel fired locomotives. The 2,200-foot bypass, installed a couple of years ago, will allow both the faster and slower locomotives to be on the tracks at the same time. Another project that is now in the preliminary stage is the installation of an 80-foot-long arched culvert to provide a land crossing over the Ammonoosuc River near the Marshfield Base Station. Half the culvert would be on the northeast side of the track to serve as a bridge for the ski slope on the 99-foot vertical strip that the Cog Railway owns, and the remainder would serve as a platform for the tracks, keeping debris and oils from falling into the river. The track abutments may now block sediments, ice and wood debris in the winter and spring, widening the river's streambed. A culvert would likely improve this situation. Another benefit to the proposed project would be the electrical cable, part of the now-stalled summit electrification project, which could be run through the dirt atop the culvert, rather than above ground on poles. On July 26, Mark Prout of the Ammonoosuc Ranger District of the White Mountain National Forest, and John Magee, fish habitat biologist of the state Fish and Game Department, took a look at the proposed project with Kenison and landscape designer Jim Kennedy. The project is within 50 feet of the National Forest, necessitating an environmental review. The foursome also checked out the irrigation pond that is used to provide water for snowmaking (*Peppersass* Pond). McGee and Prout found that the current location has the least impact of any other alternative.



Ihab Farag (2012 - University of New Hampshire)



EDITH TUCKER/COÖS COUNTY DEMOCRAT

If permission comes through from state, federal and county authorities, an arched culvert that would eliminate any oils or debris from falling into the rushing waters of the Ammonoosuc River, would replace the Cog Railway's trestle seen here at the base of Mount Washington.

- Littleton Courier - Wed, Aug 16, 2006 pg A11

Cog owners Wayne Presby and Joel Bedor have not decided exactly what kind of operations are to be on tap this winter. A statistical analysis of passenger data revealed that about 80 percent of the winter riders in 2005-2006 just went up for the views and the thrill and not to ski or snowboard. It is possible that either no skiing or weekend skiing will be available and a limited train schedule will be offered to winter sightseers. Kenison said the Bedors and the Presbys hope to build a steam museum someday, whose exhibits would explain how steam power works and provide some examples, such as a Stanley Steamer."

- Littleton Courier – Wed, Aug 16, 2006 pg. A11 w/ pic



Steve & Joey (2006)

August 28th

One Hiker's Cog Ride: "Here were the plans: me and a few friends were going to hike to the summit via the Tuckerman Ravine Trail. Meanwhile, my wife and son were going to drive around to the other side of the mountain and take the Mt. Washington Cog Railway up. But when each & every individual who had planned to come on the hike had cancelled... I almost cancelled the trip when I remembered that Joey would hate to miss the cog railway. So I decided to go after all, allowing Joey to do the cog railway, and my I would ride up with them. Because of its rich history and uniqueness, the Mt. Washington Cog Railway is something that many people want to do at some point in their lives. I was that way. Now that I've done it, I can't imagine why anyone would want to do it twice. The ride is loud, bumpy, and painfully slow. If the windows are open, particles of coal, some as large as pebbles, fall into your hair and clothes. If you're not careful where you put your hands, you can end up with coal-blackened fingers. And, at $57 a ticket for adults, you're going to want to bring some KY for when they bend you over at the ticket booth. You spend a mere 20 minutes at the top to negotiate the large crowds before you have to go down. Really, the only value the railway had is that my kid loves trains. Too bad that he was the only young child on the thing. My wife commented (with a straight face) that it was like riding a jackhammer for an hour. For my part, I felt like I was being teased - some of the most beautiful hiking trails I've ever seen, especially near the Great Gulf, were less than 100 feet away, and I was sitting in a loud bumpy train."

- Steve - www.tetongravity.com



- Littleton Courier - Wed, Sep 6, 2006 pg B15

September 16th

White Mountains Through Artists' Eyes: "The New Hampshire Historical Society is presenting a major new exhibition and publication exploring how artists and consumers perceived the natural wonders of the *White Mountains. Consuming Views: Art and Tourism in the White Mountain, 1850-1900*, opens on Sept. 16 at the society's Museum of New Hampshire History and will be on display until May 6, 2007. Guest curators John J. Henderson, a former trustee of the society, and Roger E. Belson *(co-authors of the Web site www.whitemountains.com)* have worked with society staff, scholars, and volunteers for three years in researching and developing this exhibition. Thirty-seven paintings from public and private collections selected for the exhibition present a compelling and unique perspective of the White Mountain locale. The artworks are organized geographically, following routes 19th century travelers took while touring the White Mountains. In conjunction with the exhibition, the society has published a full-color clothbound book… Thirty-three authors from many different disciplines contributed to the publication. Approaching the subject from a variety of perspectives, they together reveal the story and significance of the White Mountain scenery, of the artists who depicted it, and of the people ("consumers") who acquired, owned, and cherished White Mountain art. More than 400 artists are known to have painted White Mountain scenes before 1900. *Consuming Views* is funded by TD Banknorth Charitable Foundation; Robert and Dorothy Goldberg Charitable Foundation; John J and Joan R. Henderson; Catherine L. and Joel J. Bedor; The Mount Washington Cog Railway; and Capital Offset Company, Inc."

- Littleton Courier – Wed, Sep 6, 2006 pg. A14

September 17th

Culvert Crossing Permit ?: Mt. Washington Railway Co, Wayne Presby - Thompson Meserve Purchase - Ammonoosuc River - Requested Action: Dredge and fill 697 square feet (approximately 70 linear feet) within the bed and bank of the Ammonoosuc River to replace an existing trestle with a 26-foot x 80-foot arch culvert for the Cog Railway and ski trail. Retain 400 square feet (80 linear feet) of impact within the bank of an overflow channel to the Ammonoosuc River for a water withdrawal pond. Restore 700 square feet (100 linear feet) within the bank of the Ammonoosuc River by removing coal and replanting with native vegetation. Inspection Date: 06/06/2006 by Kirsten Pulkkinen APPROVE PERMIT: With Conditions: Work shall be done during annual low flow conditions and during the months of May through September. No in-stream work shall occur after October 1 unless a waiver of this condition is issued by the DES Wetlands Bureau in consultation with the N.H. Department of Fish and Game

http://des.nh.gov/organization/divisions/water/wetlands/decisions/2006/documents/09172006.pdf

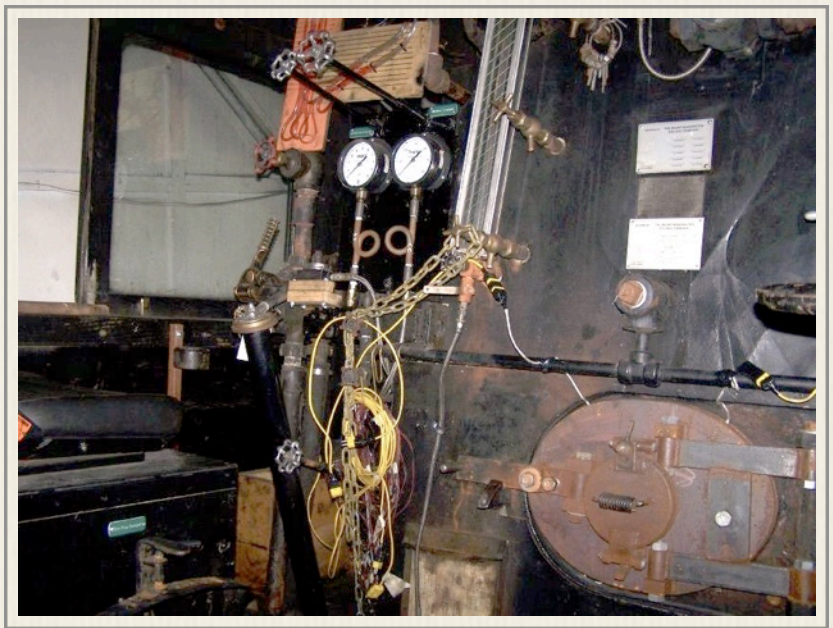
September 20th

Foliage Trains: New Hampshire has a long history of fall foliage tourism spanning more than two centuries. And, natives will tell you that "peak" is not a moment in time, but in the eye of the beholder. Here are some tips on how to see the real colors of fall. Maybe you've only seen the foliage from your car while looking up at the White Mountains. This year get out of the car and head into the mountains where there are a wide variety of different ways to view foliage. Climb aboard one of the region's three sightseeing trains for unique views of foliage: Hobo Scenic Railroad, Conway Scenic Railroad and the Cog Railway.

- Littleton Courier – Wed, Sep 20, 2006 pg. A1 & A10

October 11th

Ski Train Melts: "Responding to the maxim that the customer is always right, the Cog's owners – the Presby and Bedor families of Littleton – have decided to operate the Mount Washington Cog Railway this winter as a weekend-and-vacation-week-only tourist train and not a daily ski train. "Eighty-five percent of the passengers who rode the train last winter were sightseers and only 15 percent skiers," said Cog co-owner Wayne Presby in an interview at the Mountain View Grand (hotel). He was surprised, he said at how few skiers had bought tickets compared to the number bought by winter tourists. "We'll operate on a daily basis until the end of November, on weekends, and on school-vacation weeks at Christmas and in February," he said. "We're closed in April. With no need to off-load skiers at the platform located just uphill from the Waumbek water tank, this year the train will go a little further up the mountain, explained Susan Presby. The Cog's snow-blower-melter, a jet engine converted to run on rails does such a good job of clearing away snow and ice that it is easy to extend the run, Presby said. The snowmaking machinery will remain idle this winter, substantially reducing the Cog's electric and other operational costs. Presby predicted that the bio-diesel-fired locomotive, being built from scratch, would likely be ready for service in January of 2007. Isaacson Steel of Berlin has already cut many of the needed parts, and Alpine Machine, also in Berlin, is now in the process of machining them. The new engine itself will be fabricated on site in the Cog shops at the base of the Railway. The operation of the oil-fired locomotive *(right)* is still being tweaked with the help of consultants from UNH who are trying to determine why the temperatures within the firebox are uneven on the steepest part of the track and then to understand how to resolve the problem. Presby said, "Before the public rides in a car (pushed) by this engine, we want to make sure everything is absolutely perfect." This Friday, Oct. 13, the Mount Washington Commission, which works cooperatively with the state Division of Parks and Recreation in the operation of the Summit, will meet at 1 p.m. at the AMC Highland Center on Route 302 in Bretton Woods, at the top of Crawford Notch. Commission members and the public will hear updates on the Summit electrification project, the status of the potential eight-acre land purchase of land from Dartmouth College that could be added to the Mount Washington State Park, and news from member busi-



No. 9's oil-fired controls in the cab (Nov 3, 2006)
- Rich Currie photo / NERAIL photo archive

nesses and nonprofit organizations."

- Littleton Courier – Wed, Oct 18, 2006 pg. A14

October 13th

Eight Costly Acres: "The view may be priceless, but it turns out the acreage is not. The state Division of Parks and Recreation is seeking to buy an 8-acre parcel, now owned by Dartmouth College, for $1.3 million to add it to the 59-acre Mount Washington State Park atop the summit of the Northeast' s highest peak. Members of the Mount Washington Advisory Commission learned on Friday *(10/13)* that the land, which is home to a number of rent-paying communications facilities, was valued at $1,310,000. Scot Heath of Heath Appraisal Services appraised the parcel. Dartmouth College's real estate office has agreed that this is a fair price and says it is willing to enter into negotiations to sell its property. Director Allison McLean of the parks Division said that various options would now be explored in an effort to work out how the state can pay for the property: a note or bond with a payment schedule likely supported by income from the communications facilities, or possibly a land swap. The push to acquire the Dartmouth parcel was sparked by the believe that a portion of it would be needed to complete the electrification project that would bring "on-the-grid" electricity to the peak."

- Littleton Courier – Wed, Oct 18, 2006 pg. A10

Electrification Project Stalled: "The electric transmission project designed to bring commercial grid power to the summit of Mount Washington from the Cog Railway's Marshfield Station has stalled due to a delay in the preparation of legal documents. Some very frustrated members of the Mount Washington Advisory Commission, made up of stakeholders, learned of the delay at their meeting Friday *(10/3)* afternoon. The project is now on hold and cannot be completed until the summer of 2008 at the earliest. Originally designed in 2004 by the engineering firm of Dufresne-Henry of Manchester so the conduit carrying, three-phase electricity and fiber optic cable would hang beneath the Mount Washington Cog Railway's trestles above the tree line. The plan later morphed into an underground installation after attorney Anne Edwards of the state Attorney General's Office found it could not indemnify the Cog from liability to eliminate the company's fear of being sued in case of an accident. Despite what appeared to be an agreement in principle, reached at a meeting held in early summer, Wayne Presby – point person for the Presby and Bedor families, who own the historic railway – has not signed any documents that would allow the state's conduit to be buried on the 99-foot right-of-way that the Cog owns. At Friday's Commission meeting, Presby, who is a stakeholder and a longtime member of the commission, said he had been dumbfounded when Edwards had sent him a document in August that called for the Cog to donate a 16,000 square feet parcel to the state so it could build a transformer backup generator building (at the Summit). At the Commission's April meeting, state architect Tom Mansfield had said that the proposed building for which he and the engineering firm had drawn up plans would be located entirely on state property. It turned out, however – just as Presby had predicted it would – that the case and building would encroach on Cog property in front of the Sherman Adams building. Presby said on Friday that he would still be willing to make a small donation of land, but that he was not interested in contributing such a large and valuable parcel. Presby complained that progress in getting the legal paperwork in order has been "very slow," noting that he had not gotten a draft document from Edwards until about two months ago, a long time after he, Edwards, and DRED Commissioner George Bald had met to hammer out its terms in principle. Another meeting is now scheduled for Monday, Oct. 23. "We've missed the window of opportunity for construction," Presby said. He pointed out that he had moved forward to get permits for a large culvert that would allow heavy construction vehicles to cross the Ammonoosuc River. "We're trying to do our best, but the state's bureaucracy is ponderous at best," Presby said. Meanwhile, the Attorney General's office may insist on re-bidding the contract under which White Mountain Communication of Randolph, was chosen to lay the electric and fiber optic cables underground. Not only has two years passed since the governor and Executive Council first approved the project, but the scope of work has substantially changed. Re-bidding the project could mean possibly raising the cost and a return to the governor and council. The legislature authorized bonds of up to $2 million to allow the Parks Department to find viable long-term solution to the power needs on Mt. Washington."

- Littleton Courier – Wed, Oct 18, 2006 pg. A10

November 26th

Updating the "Death List": "Mount Washington State Park plans to update its "death list," a grim chronology of fatal mishaps on the mountain. The list will continue to be displayed in the lobby of the Sherman Adams Visitor Center on the mountain's 6,288-foot summit. "We've been accumulating corrections so now we



Mountain view from car barn - old Ammo Station on right (Nov 3, 2006) - Rich Currie photo / NERAIL photo archive

have enough so we can put it all on a nice, quality poster-sized plaque," said Mike Pelchat, state park manager. "It's a printed list of the fatalities. As morbid as it seems, it's one of the most popular exhibits at the park." Since 1849, 139 fatalities have occurred on and around Mount Washington, according to the list. New Hampshire Division of Parks and Recreation displays the record of people who died on Mount Washington and its immediate surroundings both to honor those who died and to remind visitors of the dangers posed by the mountain and its ravines. Since the start of 2000 alone, 12 people have died in the area monitored by state park staff - Mount Washington itself and the rugged terrain around it bordered by Route 302 to the west, Route 16 to the east and Route 2 to the north. The most recent fatality on the mountain occurred Aug. 4, 2006 when Jean Moreau, 50, of Becancour, Quebec, Canada, died of a heart attack while on the Davis Path near the path's intersection with the Camel Trail. The state park will continue its practice of referring obliquely to mishaps involving either the Cog Railway or motor vehicles on the Auto Road, Pelchat said. Confronted with fatalities involving either mode of transportation, even though they are exceptionally rare, might spook some visitors, making them jittery about descending the mountain either by the railway on the Route 302 side or via the Auto Road on the Route 16 side, Pelchat noted. "Even though there's enough time gone by, and those incidents are buried in the middle of the list, we're still sensitive to the mechanized ones," Pelchat acknowledged. Accordingly, fatalities 55 through 62 will continue to be listed: "Eight people were killed Sept. 17, 1967 due to causes indirectly associated with Mt. Washington just below the Cog RR's 'Sky Line Switch.'" Fatality 100, a death on the Auto Road, likewise, will still read: "Paula Silva, age 22, of Cambridge, Mass., died July 30, 1984, of causes indirectly associated with Mt. Washington at the bottom of the Mt. Washington Auto Road." (As an historical note, Fatality 8 was that of Mrs. Ira Chichester, of Allegan, Mich., who died July 3, 1880, when a coach overturned on the Carriage Road near the three-mile mark.) Overwhelmingly, riding the train or ascending by the Auto Road are the safest ways to tour Mount Washington. "The Mount Washington Cog Railway has experienced only one major accident since its founding in 1869. In 1967, due perhaps to human error, a switch on the track was improperly set. As a result, a descending train lost its braking power, began to pick up speed and finally derailed. Eight of the passengers aboard died," reports the Mount Washington Observatory. "Some rate the Auto Road as the safest toll road in the nation. Since it opened in 1861, this road to the summit of Mount Washington has suffered only two fatalities. One woman was killed in 1880, when a drunk carriage driver steered the horse drawn coach she was riding in off the Road. More recently, a woman died in 1984 when the brakes in the car she was in failed near the base of the Road." Hypothermia, fatal plunges, heart attacks and avalanches account for many of the deaths for ill-prepared or unlucky visitors. The state park's Web site warns: "Even though the park plans to be open daily through Oct. 22, hikers should be advised that, during periods of extreme weather when the Auto Road and Cog Railway must temporarily close, there are absolutely no rides down the mountain. Hikers attempting the peak this time of year should be well prepared with winter gear to safely travel through the extremes in weather but also to be fit enough to hike up AND BACK DOWN! After Oct. 22, 2006, there is absolutely no shelter for hikers on the summit until mid-May 2007." *-Berlin Daily Sun - Nov 29, 2006*

December

Ski Train Finale: Joe Cutts writes about a weekend family ski trip through the Whites earlier in the year: "We can clearly see the path of the historic Cog Railway, disappearing above treeline on its way to the summit,



Mt Washington Cog Railway brochure (2006)
- Kenney Family Colllection

and we study it with more than the usual interest, knowing we'll be chugging up those tracks in a matter of hours. The next morning, following another elegant breakfast in the vast, formal dining room, we're pulling into the parking lot at the base of the Cog. It's a quiet day, late in the season, and we'll share the first train up the mountain with only a handful of friendly fellow skiers, who won't have a chance when it comes to nabbing the front-row seats. The Cog, conceived just after the Civil War by the inventor Sylvester "Crazy" Marsh, is a marvel even today. Its maximum grade tops 37 percent, and there's only one steeper railroad in the world. The same owners who restored the Mt. Washington *(Hotel)* opened the lower third of the Cog to skiers in 2004, with snowmaking and grooming on 1,100 vertical feet of intermediate terrain adjacent to the tracks. We tour the gratifyingly kitschy gift shop, boot up and trundle aboard. You could almost walk up faster than the Cog. It's noisy and rattletrap. Its hardwood benches are built to the dimensions of 19th-century Americans, and westerly winds are known to send smoke and soot billowing through the cabin. All of which contribute magnificently to its charm. I spare my wife knowledge of the September 1967 derailment, which killed eight. Or of the demise of the original engine, *Old Peppersass*, which in July of 1929, on its celebratory final descent, went out in a blaze of glory when brake failure sent it careering down the mountain. It disintegrated in a fiery trail of debris 300 yards long, though all but one poor soul jumped to safety. I'm even more interested in stories of early Cog workers using "slideboards" to ride the rails from the summit. Legend has it that slideboard pilots topped 60 mph on their crude sleds, and that the record descent was two minutes, 45 seconds. Naturally, someone was going to get killed. In fact, several people did their best *Old Peppersass* impersonations, and the 1919 double-fatality of Harry Clauson and Jack Lonigan finally put an end (officially) to slideboarding.

The skiing is considerably tamer. In fact, the pitch is Wild Kitten-alike, and cinders from the locomotives give the snow a slightly grabby quality. But we're bagging first tracks on the morning groomed, so we gleefully take it all in one greedy shot--perhaps 60 seconds--and it's altogether one of the coolest skiing experiences we've ever enjoyed. As they wait for their mother to descend, the girls, formerly a little sullen at having been dragged too early from their lavish hotel, are all smiles, filled with a genuine appreciation for this particular facet of White Mountain history. In fact, they're up for another run, but I point up the hill to where the Cog has just begun its plodding descent. Uphill capacity isn't its strong suit, and I'm already closing the Thule box and climbing behind the wheel of the car by the time the train reaches bottom again. I'll later learn that we were among the last to ski the Cog. It'll operate this winter, but not for skiing. Too bad for those who missed out. For now, though, more history awaits us, and as fat, wet flakes of snow begin to fall, we're off to Cannon Mountain."

- Ski Magazine - Vol. 71 Issue 4 - Dec 2006 pgs 144-151

December 6th

Powerline Agreement: "Thanks to an agreement with the Mount Washington Cog Railway, the summit of Mount Washington will be added to the state's electric grid. Buildings on the summit, including the Mount Washington Observatory and several state park buildings, get their power from generators. Four years ago, after its main generation building burned down, the state began looking into running an electric line to the summit. The agreement will allow the state to bury electric lines alongside the Cog Railway track. Initial plans were to run wired through conduit on the railway trestle above ground. Concerns about liability prompted the new plan. The state hopes to complete the $2.5 million dollar project next year."

- Worcester (MA) Telegram & Gazette – Wed, Dec 6, 2006 pg. 10



2007

January 3rd

Winter Service Ingenious: Mountain Musing: "The Presby and Bedor families, of Littleton, owners of Mt. Washington Cog Railway, have announced that operation of the daily Snow Train part way up the mountain for skiers will be discontinued this winter. In its place, service will feature weekend and vacation week only tourist train service offered on the world's first cog railroad and one of the most spectacular rides to be offered anywhere. Eight-five percent of the passengers who rode the trains last winter were sightseers, and only 15 percent were skiers. Co-owner Wayne Presby was quoted as saying that the Cog will operate on a daily schedule on weekend and on school vacation weeks. The Cog will close in April. The fact that the Cog Railway can offer partial service in the dead of winter is a tribute to the owners who are nothing if not ingenious in making New England's highest peak a partial year-round attraction – something is inventor Sylvester Marsh of Littleton, who in 1869 realized his dream of defying naysayers who said he ought to consider building a railroad to the moon, and in succession the Boston & Maine Railroad, could not have dreamed of year-round operation of the Cog. Now comes the prediction that the bio-diesel-fired locomotive being built from scratch will likely be ready for service in January of 2007. Recently the Mount Washington Commission, which works cooperatively with the state Division of parks and Recreation in the operation of the Summit, met at the AMC Highland Center on Route 302 in Bretton Woods, at the top of Crawford Notch. Commission members and the public will hear updates on the Summit electrification project, the status of the potential eight-acre land purchases of land from Dartmouth College that could be added to the Mount Washington State Park, and news from member business and nonprofit organizations."

- Littleton Courier – Jan 3, 2007 pg B16

February 26th

Boiler Inspections 1: N.H. Boiler inspector Wayne Brigham goes to the Base Station shops to look at the No. 2 *Ammonoosuc* and No. 6 *Kancamagus* engines that are having their boilers re-tubed. At the time "boiler tubes have been removed and are on order. Unit will be re-tubed and will comply with NBIC and A/I requirements. Bottom portion of the combustion chamber tube sheet is to be UT tested. Results will be recorded and compared to original thickness." Brigham issue operating permits for both boilers contingent upon the N.H. Department of Labor receiving "completed documentation." No. 1 *Moosilauke* also had its tubes removed, but Brigham found the "diagonal stays and all boiler stay bolts were heavily corroded." He said they all need to be replaced and no certificate would be issued until the work was done and properly documented.

2007 Cog Ticket Prices

Age	
Adult (13-64)	$59
Child (4-12)	$39
Child 3 & under	Free on adult's lap
Senior 65+	$54

March 6th

Boiler Inspections 2: State inspector Wayne Brigham returned to the Base to follow-up and see if the recommendations made for the oil-fired No. 9 *Waumbek* the prior June *(6/22/2006)* had adopted. Brigham was told "cold weather prevented this to be accomplished." The operating certificate continued to be withheld.



March 7th

First Female Winter Ascent ReDiscovered: *The Beaten Path* by Mike Dickerman: "A current research project has found me making weekly trips to North Conway of late, where I have been devouring with much delight the pages of *Among the Clouds*, the former tourist newspaper which for years *(1877-1908)* was published atop Mount Washington. A good example of a true gem that I discovered last week was an article that first appeared in the Sept. 9, 1903, edition of the paper. The article, whose authorship is unknown, described events surrounding the February 1874 ascent of the Rock Pile by four members of the pioneering Crawford family, including three children of famed trail-builder and legendary hunter Ethan Allen Crawford. According to the account, the Crawfords made the climb from the western side of the mountain, following the Cog Railway tracks from the base station right to the Summit. The hiking party consisted for Mrs. E. P. Freeman of Lancaster and Mrs. Charles Durgin of Andover (both daughters of Ethan Allen Crawford), plus their brother, William H. Crawford of Jefferson, and his teenage son, E. A. Crawford. Will Crawford was, at least for that winter, working for the Cog at the base station "getting out the next summer's supply of wood." It was during a visit to the base area by the sisters when the impromptu ascent took place.

- Littleton Courier – Wed, Mar 7, 2007 pg. B3

April 11th

White Mountain Art: "Mount Lafayette in Winter," by Thomas Hill is part of the New Hampshire Historical Society's major art exhibition *Consuming Views: Art and Tourism in the White Mountains, 1850-1900*. The exhibit, which explores how artists and consumers perceived the natural wonders of the White Mountains, is on view at the Society's Museum of New Hampshire History in Concord until May 6th. In conjunction with the exhibition, the society has published a full-color book of the same title. Thirty-three authors from many different disciplines contributed to the publication… Also available online is a major Web feature that includes all of the artists and painting in the exhibition. *Consuming Views: Art and Tourism in the White Mountains, 1850-1900*, is funded by TD Banknorth Charitable Foundation; the Robert and Dorothy Goldberg Foundation; John J. and Joan R. Henderson; Catherine L. and Joel J. Bedor; the Mount Washington Cog Railway; and Capital Offset Company, Inc."

- Littleton Courier – Wed, Apr 11, 2007 pg. A19

May 2nd

Governor and Executive Council authorizes a $165,000 easement and rights of way (ROW) ***agreement*** with the Cog ***to allow grid electric power*** to be installed underground from the Marshfield Base Station ***to the Summit.***

- Coös County Democrat - May 9, 2007 pg. A11

May 9th

New Biodiesel Unveiled: "If all goes as planned, by July 3 the locomotives that climb the Mt. Washington Cog Railway's tracks to the summit of the North-

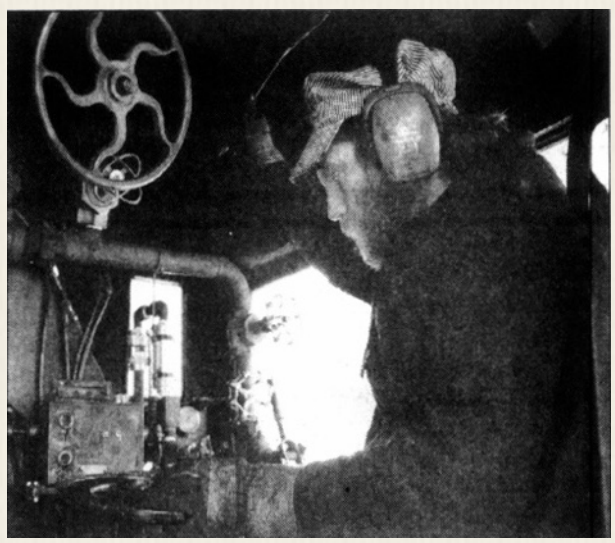


Work crew clearing the snow drifts along Homestretch (May 3, 2007)
-Charlie Kenison Collection



east's highest peak, will be powered in three different ways. In keeping with tradition, steam will power all of the locomotives except the brand-new machine now being fabricated on-site, which has an internal combustion engine. Number 9, a classic steam-powered locomotive, has been converted – under the direction of consulting world-class steam-engine expert Nigel Day of London, England, and Wales – to operate on biodiesel fuel. Six weeks ago, the state safety inspector gave the Cog the green light to carry passengers, and another state check-up is scheduled in June. The remaining in service steam locomotives will continue to be powered by coal. It takes about a ton of coal to get each locomotive up the mountain. A fireman shovels coal, piled in the tender, into the firebox with only one hand, while he uses the other open and close the firebox door. The acrid smell of burning coals has become a hallmark of the Cog, as the clouds of sooty smoke that allows the trains to be spotted on the mountain from afar. Employees and passengers can also become covered in soot. Biodiesel fuel, which is liquid, is stored in a tank and then pumped into the firebox to power the locomotive. The biofuel can be 100 percent diesel or 100 percent vegetable oil, or any mixture of the two substances. It turns into a Vaseline-like substance at 30 degrees, according to Cog general manager Charlie Kenison. This means more diesel oil is burned on a run up the mountain this time of year than in the summer months. The third alternative – diesel locomotive powered by an internal combustion engine – is now under construction in the Cog's car barns, located downhill from Marshfield Station. A brand-new locomotive is now being built from scratch. Designed by mechanical engineer Al LaPrade of Jefferson, it, too, will also run clean but its appeal will not, of course, be rooted in the romance of steam. The Cog's owners, Wayne Presby and Joel Bedor, plan to conduct customer surveys of Cog passengers as well as other tourists visiting attractions in the White Mountains to record their impressions and concerns. The survey results will be used to help decide how many more existing steam locomotives should be converted to run on biodiesel and also how much the partnership should invest in building additional diesel locomotives with internal combustion engines. Each is expected to cost between $400,000 and $500,000. The Cog's regular daily schedule will resume over Memorial Day. The 138th anniversary of its opening in 1869 will be celebrated on July 3, the day when its owners plan to have all three locomotives running up to the summit. For now, the Cog is open on weekends only, with two runs a day at 11 a.m. and 2 p.m."

- Littleton Courier – Wed, May 9, 2007 pg. A12



Nigel Day, the steam engine expert who masterminded the conversion of an existing Cog Railway locomotive to safely and efficiently burn clean biodiesel fuel, sits in the engineer's seat of the No. 9 Waumbek (2007)
-Edith Tucker photo / Littleton Courier



Mid-May

Late Winter Storms Impact: "Memorial Day weekend is generally considered the start to the summer hiking season but trampers heading into the high country may not find things all that summer-like in many spots. The late snowstorms of March and early April, combined with cool spring temperatures, have meant a later-than-usual snowmelt in the high elevations. That means there's still a fair amount of snow in the woods, or at least at elevations of 3,500 feet of more. The fact that even last week I *(Mike Dickerman)* was seeing snow banks alongside the Cog Railway Base road and the Mount Clinton Road indicates this has not been your typical spring as far as snow melt is concerned. The aforementioned Cog Railway Base Road was hit particularly hard by the (Mid-April Nor-easter), as a drive along its course will attest. Thousands of



trees on each side of the six-mile-long road were either leveled by the storm or snapped in half. I'm assuming this is one major reason why the Jefferson Notch Road linking the Base Road with Route 2 in Jefferson remains closed and will likely remain so until next month. This gravel road, the highest public road in the state topping out at 3008 feet elevation, is the access point to the popular Caps Ridge Trail up Mount Jefferson."

- Littleton Courier – Wed, May 23, 2007 pg B3

May 31st

Boiler Inspections 3: The State's third trip to inspect Cog boilers was a charm for the No. 4. A hydro-test to 180 psi was passed and the condition of the boiler was "satisfactory" so an operating certificate was issued.

June 1st

Boiler Inspections 4: The condition of the No. 3's boiler was found to be "satisfactory as construction permitted" following its hydro-test the day before and N.H. inspector Wayne Brigham issued an operating permit.

June 12th

Boiler Inspections 5: No. 10 *Kroflite's* boiler passed its 2007 hydro-test and was issued an operating certificate by inspector Wayne Brigham, but the oil-fired No. 9 *Waumbek* still had problems. Brigham found the "combustion chamber side wall refractory is cracked and arch brick is heavily heat deteriorated. Build-up of carbon in combustion chamber at rear left and left arch brick. Internal (boiler) surfaces were acceptable as construction permitted." Brigham ordered the replacement of the arch brick, and the cracked side wall refractory. Je also said the burner must be adjusted to prevent incomplete combustion."



June 27th

Dickerman's Research & the Bridle Path: "The ongoing research project of mine (Mike Dickerman) that has served as the genesis for my occasional pieces on old guides and trail-builders in the White Mountains has also served up plenty of interesting morsels on old abandoned hiking trails of the region. As a service to all those historically minded readers out there, I offer now a sampling of some oof my trail research, focusing this week on one of the earliest ascent routes of Mount Washington from the west. The so-called Fabyan (or Crawford) Bridle Path was the second path established up Mount Washington from the west and was built by leg-

endary settler Ethan Allen Crawford and several hired men in the summer of 1821, just two years after construction was completed on the better known (and still existing) Crawford Path. The path appears to have followed, more or less, the route of the present-day Mt. Washington Cog Railway. In History of the White Mountains, Crawford recalled that in March 1821, he hired Esquire Stuart to "come with his compass and go into the woods and see if there could not be a better and more practicable way found to ascend the mountains." The two followed the Ammonoosuc River for about seven miles to the base of the mountain, then set course on a spur ridge up its steep slopes. "We could not ascend without much difficulty, and found there might be a road made, with some expense, sufficiently good so that we might ride this seven-miles, which we thought would facilitate the visitor very much in his progress…" Work on the road and path commenced that summer "just before haying" and the path through the woods was finished by summer's end. Crawford did little of the actual work, however, as he injured himself when he "nearly cut his heel cord off with his axe." [His injury notwithstanding, Crawford, that same summer, accompanied the three Misses Austin up Mount Washington in early September (1821). They were the first three women to reach the summit, presumably via the first Crawford Path.] The second Crawford Path, once built, turned into Ethan Allen Crawford's preferred route up the mountain as he thereafter left guiding along the first Crawford Path to his father, Abel. In the late 1820s, Crawford hinted at converting the path into a bridle path, but he never quite finished the job. It was until after Horace Fabyan of Portland, Maine, purchased Crawford's inn and farm at Bretton Woods in 1837, and began operating out of the immediate area, that he converted Crawford's second route up the mountain into a path suitable for horses. That made for two good bridle paths up the mountain from the west, with the conversion of the original Crawford Path having taken place in 1840. Nathaniel Peabody Rogers… was amongst a party of nine people to make the ascent *(probably in it's first year of operation 1837)* "We crossed the Ammonoosuck[sp] for the last time at the very foot of the mountain, and began our two-mile ascent. The guide ordered us to mind our distance, to bear forward as hard forward on the mane as possible, give the horses the entire reins, and take courage. We persevered – not talking much, for it was terribly steep," wrote Rogers "and we had to mind our ways, crawling up precipices and between trees and around sharp rocks and among roots… The lessening trees at length announced that we were nearing the bare mountainside, which was an encouragement… After we got on to the naked ridges the climbing was appalling. We did not dare look at it. Occasionally, as we cast an eye to right and left, across our hip we saw clear down the mountain a thousand feet or two… When we passed the most dizzy ridges our guide would hasten his ascent and sing his wild songs to divert our apprehension. We see him now – on his red horse, with our commissariat saddle-bags flapping against his sides – high above our head, turning the point of cliff and singing 'Some room to roam' at the top of his cry." The Fabyan Bridle Path pretty much faded from existence in the 1860s when the Cog Railway was constructed by Sylvester Marsh. The novelty, relative comfort, and speed of the train ride up the mountain won over the growing number of visiting tourists, leaving the bridle path to only the hardiest of souls."

- Littleton Courier – Wed, Jun 27, 2007 pg. B3



- Littleton Courier - Wed, Jul 4, 2007 pg. B8

July 4th

"Deep into the Mountains": A search and rescue operation for a suicidal man ended Sunday, July 8, with tragic circumstances. William Johnson, 61, of Wilmot, was found dead around 3 p.m. of a self-inflicted gunshot after a three-day search. The afternoon of July 6, an employee of the Cog Railroad reported a silver pick-up left about a half-mile from the Upper Falls area to Troop F. Upon being checked, the vehicle was found unlocked and a window was left open. Its' keys were in the ignition and valuables, such as fishing equipment, had been left in the truck. Lt. Douglas Gralenski, of the N.H. Fish & Game Department, said that Trooper Brian Doyle check the vehicle and found a note of a "despondent and suicidal" tone. Johnston's note implied that he was going "deep into the mountains" and that he didn't want to be found. The hunt *(by 70 volunteers)* extended in a one-mile radius from Johnston's pick-up. He was found around 3 p.m. July 8. "We know he was last seen at his vehicle 3 p.m. on July 4th. As fate would have it, Conservation Officer Matt Holmes had checked [Johnston's fishing license]" while he was fishing July 4th. Gralenski added

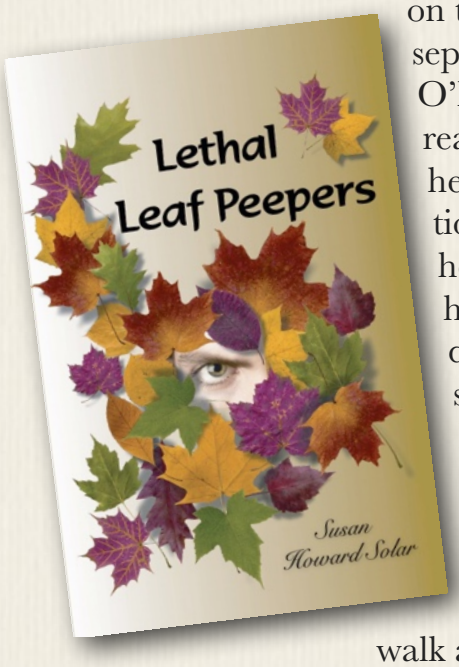
that the same fishing equipment and vest Holmes saw Johnston wearing were in his pick-up." *- Littleton Courier – Wed, Jul 11. 2007 pg. A6*



- Littleton Courier - Wed, Aug 1, 2007 pg. B8

July 28th

A Jewell of a Wrong Turn: "A 63-year old woman who took a wrong turn hiking down Mt. Washington on the Jewell Trail Saturday *(7/28)* was reunited with her husband at 11:15 p.m. at the Cog Railway's Marshfield Base Station, thanks to the efforts of conservation officers Matt Holmes and Mark Ober, and Lt. Doug Gralenski, all of the state Fish & Game Department. Maureen O'Neil, of Cape Elizabeth, Maine, descended from the summit of Mt. Washington more swiftly than did her husband, Paul, who is also in his mid-60s. The Down East pair had started their climb up the Jewell Trail at 8 a.m. and reached the summit without difficulty. It was on the return hike that they split up and walked separately. Outpacing her husband Maureen O'Neil apparently took a wrong turn when she reached the intersection of the Jewell Link, that heads to the Ammonoosuc parking lot off the Base Road a mile below Marshfield Station, and the Jewell Trail, that descends directly to the Cog parking lot, explained homes in a Sunday afternoon telephone interview. When darkness fell, O'Neil found herself out on the trail without eight a flashlight or a map. Rather than blunder into difficulty, she decided to keep warm and safe by walking back and forth over the same section of trail and either to wait for help or for the sun to rise in the morning. Her husband stayed on the correct trail, however, and expected to find his wife waiting for him at their car when he finished his descent. Concerned about his wife's whereabouts, he used a payphone at Marshfield Station to call 911. Holmes and Ober started up the lower part of the Jewell Link, calling out O'Neil's name. "On our second try, she heard us," Holmes said, noting that she was only a 10-minute walk away from the Ammonoosuc Parking lot, built a number of years ago to accommodate hikers heading up either the Jewell Link or the Ammonoosuc Ravine Trail. "We handed her a flashlight, and she walked herself out (that short distance)." The two Fish & Game officers then drove her from the lot up to Marshfield Station, where her husband and Gralenski were waiting."



- Littleton Courier – Wed, Aug 1, 2007 pg. A9

August 27th

Lethal Leaf Peepers: "When good friends Wendy and Amie embark on a fall foliage tour of New England, they don't expect much excitement from their quirky, over-fifty group of tourists. However, the pair find themselves in the middle of a murder mystery that leads them to a most unexpected conclusion. When a member of Wendy and Amie's tour group suddenly dies, the two friends learn that when you always expect the unexpected, you will never be disappointed. With some amateur sleuthing and Wendy's deductive nosiness, she is able to put together the pieces of the puzzle and help solve the case. Part travelogue and part tongue-in-cheek commentary on the human condition, *Lethal Leaf Peepers* is the perfect tale for those who love an old-fashioned murder mystery. – Barnes & Noble.com / "A love of mysteries and a long time desire to write one along with the sudden loss of family member provided the inspiration and motivation for Dummer, NH's Susan Howard Solar to pen a novel. That novel was three years in the making, and is now printed, bound and ready to read *(published Aug 27, 2007)*. *Lethal Leaf Peepers* is a murder mystery set on a foliage bus tour of the North Country and details the



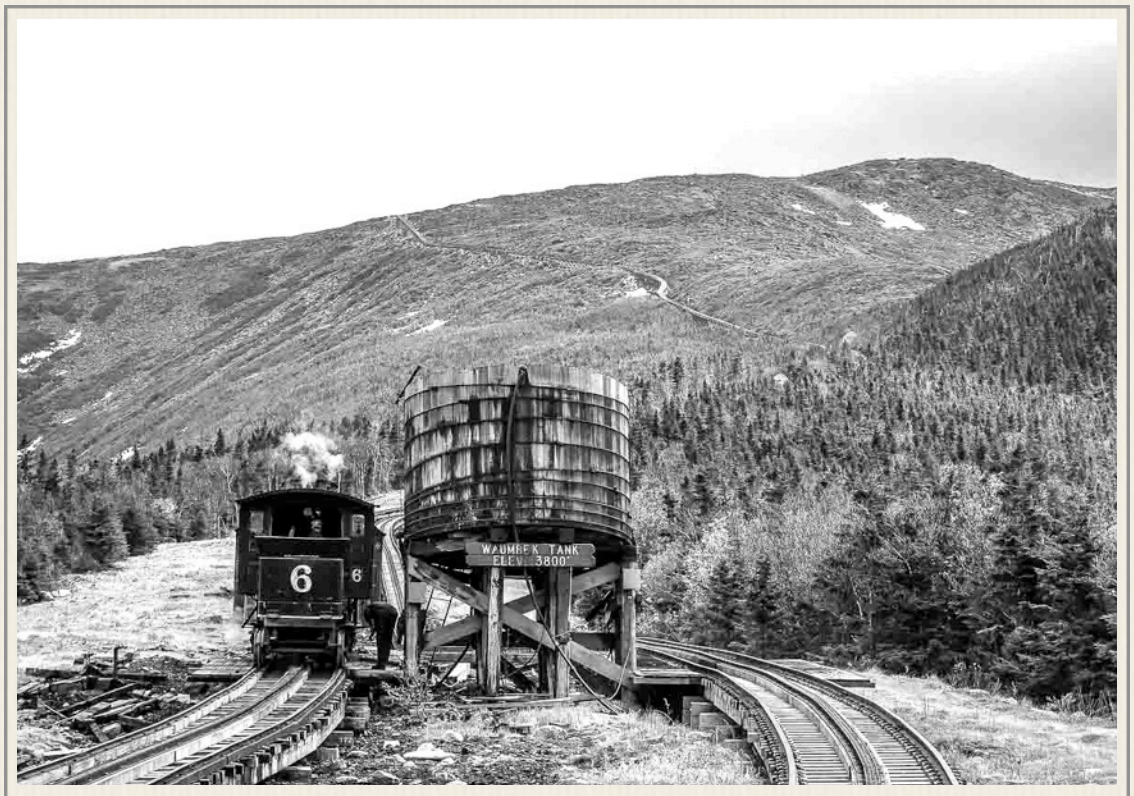
- Littleton Courier - Wed, Sep 27, 2007 pg. B11

travels of a crew of "quirky over-fifty tourists" visiting Franconia Notch, The Mount Washington Auto Road and Cog Railway. Solar, a 58-year old former high school English teacher and New Jersey native with a B.A. from Rowan University, said that she drew from her reading of Agatha Christie novels and even the Nancy Drew mysteries she read as a youngster to craft a book as a story suitable for all ages. She said that writing descriptions of places and action were the easier parts of constructing the story, while fitting all the pieces of the mystery together provided a challenge. The idea is to throw suspicion in the right and wrong directions all at the same time," she explained. Dropping enough clues without giving it all away was tough, she said. Solar said her plan to write a book took life three years ago, when her 32-year old daughter died of cancer. That brought her to the realization that plans are useless if you never get to carry them out so she poured herself into writing for three solid weeks and then settled into a rhythm of fitting the writing in when she could, completing her work in three years." *- Coös County Democrat story reprinted in Littleton Courier – Wed, Oct 17, 2007 pg. C3*

September 16th

40 Years Later: "The Mount Washington Cog Railway, which has been in operation since 1869, has a good safety record overall as it slowly chugs along by steam locomotive, carrying millions back and forth to the 6,288-foot-mountain, the highest point in the Northeast. But the railway had its darkest day on Sept.17, 1967, when eight passengers were killed and at least 70 were injured when an engine derailed at an open switch at the Skyline Platform about a mile below the summit as the train was backing down the track. The engine rolled off the trestle, leaving the passenger car to speed down the mountain until it jumped from the tracks, flew 30 feet through the air, hit a large rock and landed on its side. "It was panic. People were screaming," Army Pfc. Harry Roemish, 24, of Hinckly, Ohio, said at the time. "We hit the siding and it threw the engine off. It rolled off the track and we kept going down the hill. People were trying to kick out the windows – everyone could see what was happening. The dead included three children; the victims ranged in age from a 2-year old girl to a 56-year old woman. Dan Noel was photographing the injured brought down to the base of the railway as a member of the North Conway Rescue Squad and relaying communications from rescuers at the accident scene. He remembered this week that many people had substantial injuries like broken arms and legs. "The first train down with the injured – they were stacked like cordwood," he recalled. "The thing that stuck in my mind was a man came p to me, and he said, 'Gosh, can you make sure that my daughter gets off the mountain?'" Noell recalled Thursday. "And I said, 'Yes, all the injured people, they're taking them in the order of the severity of the injury,' and he said, 'No, you don't understand. My daughter's dead. I don't want her lying up there overnight." Raymond Lowd, who was North Conway fire chief at the time, said he had a similar conversation with a man whose son had died in the accident. "That's the kind of thing that doesn't leave your mind – ever," he said Friday. "It was a shock to think that something like that could happen to so many people," Lowd recalled. He helped oversee the transport of the dead and most seriously injured passengers. "It was one of these tragedies that glows up in your face – you have to cope with it." An investigation revealed that the switch had not been properly configured for the descending train. The state later ruled that all trains must go slowly over the switches, and only after a brakeman inspects each switch to make sure they are set properly. It also ordered the railway to submit annual reports before the opening of each season. By 1968, a number of damage claims brought against the railway were settled and the rail was given a clean bill of health following two engineering studies."

- Lowell (MA) Sun – Sun, Sep 16, 2007 pg. 15 / See Vol. 1 – Annus Horribilis for the complete story of the summer of 1967 at the Cog



No. 6 at Waumbek Tank (2007)
- Photo by Prashant Thumma

September 26th

Fall Attraction Closeout: "Although summer vacations are just a memory now, some favorite summer attractions are open through Columbus Day, offering the same great rides and experiences as few months ago. "Fall is a wonderful time to visit – or revisit- your favorite summer attractions," said Jayne O'Connor, president of White Mountains Attractions in North Woodstock. Some attractions open only on weekends through the Columbus Day holiday, while others are open daily. Mount Washington Cog Railway, open year-round, but last trip to the summit *(in 2007)* is Oct. 28."

- Littleton Courier – Wed, Sep 26, 2007 pg. B9

Trenching Nearly Done: "A "can-do" operator, dedicated gung-ho workers, and unusually warm weather on the summit has allowed White Mountain Communication of Randolph to get a lot more work done than had been anticipated this season to build a service board and install two conduits for the Mt. Washington summit electrification project. The distance between the downslope trench from atop Mt. Washington and the uphill trench, whose installation from the Cog Railway's Marshfield Base Station took place over two seasons – last summer (2006) and this one (2007) – stood at only 500 feet on Wednesday, Sept. 26. If all goes well and the weather holds, then both the electric and 36-strand fiber optic cables will have been pulled through both now-empty sleeve-like conduits by mid-month, according to architect Tom Mansfield, who is in charge of overseeing the project for the state Division of Parks & Recreation of the state Department of Resources and Economic Development. "The possibility exists that grid power from a Public Service of New Hampshire line in the valley can be brought underground to the summit by this winter," Mansfield explained. Right now he is looking to buy or lease a specific transformer designed to step down the voltage, allowing it be used. The project to bring up valley power to the Sherman Adams Summit Building and other facilities atop the Rockpile has moved more quickly than was anticipated this spring. :This project has held many challenges and surprises," Mansfield said. "If Dennis Tupick, who owns White Mountain Communication, had not bee on the job, it could not have happened – and certainly not at such a remarkably low price of $740,000." The engineers from Stantec of Manchester, who designed this phase of the project, had planned to have all the cables buried in the Cog's 99-foot right-of-way on the Mt. Jefferson side of the tracks but the slope turned out to be too steep near the Jacob's Ladder headwall. There the conduits will run under the Long Trestle to the Mt. Monroe side and then loop back to the other side. The engineers had also figured that all the conduit could be made of fiberglass, but it turned out that for a 1,5000-foot stretch, the conduit could not be buried enough to use that glass fiber material. Instead steel conduit had to be substituted for this nearly quarter-mile-long section. The effort to bring electricity up from the valley stems from a fire on Sunday, Feb. 9, 2003, that destroyed a building, formerly occupied by a television station, in which the summit's electric was generated. The state of New Hampshire had purchased the facility from the TV station because it not only supplied power for its own facilities and communication atop the summit but also to others who leased space on the summit from the state."

- Littleton Courier – Wed, Oct 3, 2007 pg A3

October 3rd



Diesel Nearly Ready for Trial Runs: "After over a year of designing and drawing by engineer Al LaPrade and six months of intensive "hands-on" work by Rob Maclay and other members of the crew who work in the Cog's car barns, a brand-new diesel-powered locomotive that will not belch particle-laden smoke from a coal-fired engine will soon be ready to climb the tracks to the 6,2888-foot summit of Mount Washington. The locomotive is expected to be in service for this winter's scenic runs, according to Cog general manager Charlie Kenison. Before the locomotive will be allowed to push a passenger-filled car up the mountain, however, a state safety inspector must certify that it will provide a safe ride. Although many enjoy the romance of a traditional coal-fired locomotive, other visitors to the rea are turned off by seeing the plumes of smoke drift off the tracks, some of which comes in onto passengers' clothes through windows opened up for fresh air. The temperature on Wednesday, Sept. 26, for example, reached 60 degrees at the summit, and some train riders – especially those on foliage bus tours – were unhappy to find a little soot from the coal-fired locomotive on their travel garb. Earlier this



Oil-fired No. 9 Waumbek (2007)
- Photo by Prashant Thumma

year a new state-of-the—art bio-fuel locomotive, converted from a coal-burner by steam-engine expert Nigel Day of Wales, had to be taken out of service when its firebox was subjected to too high temperatures, which then cost $1,000 a week to maintain. Cog owners – the Presby and Bedor families of Littleton – have always said that they would not give up the coal-fired steam experience. Customers will, of course, make the ultimate choice, and the ratio of coal- to diesel-oil burners will be decided at the ticket counter."

- Littleton Courier – Wed, Oct 3, 2007 pgA3

October 24th

Valley Power to Summit: "The skill and long hours worked by Dennis Tupick of Randolph and his dedicated crew from White Mountain Communication Corp., combined with unseasonably warm weather, means valley power from the Public Service Company of New Hampshire (PSNH) will be available in December for electricity users atop the Northeast's highest mountain. Architect Tom Mansfield, of the state Parks Division, reported to the Oct. 24 meeting of the Mount Washington Commission that "good progress" was being made on Phase II of the $655,000 summit electrical transmission line project, designed to bring fiber optic and electric cable about 3.1 miles to the complex of buildings on the peak of the Rock Pile. The total cost of the three-phase project was budgeted at $2.5-plus million. "It's quite an accomplishment," he told Commission members, noting that each foot of heavy electrical cable weighs an astonishing 3.5 pounds with a diameter of 2 and 5/16 inches. The fiber optic cable is far lighter. Since that meeting last week, the electric cable has been pulled through the conduit whose burial was completed on Wednesday in the 99-foot right-of-way of the Mt. Washington Cog Railway, owned by the Presby and Bedor families of Littleton. The first section of conduit was buried in 2006 as part of the Cog's snowmaking installation, and the long sections and the needed vaults from the Waumbek Tank up to the summit were put over this summer and fall. The last 4,000-foot-long section of cable was installed in the dark on Friday night, according to a note penned by Tupick. The 16,000-foot-long fiber optic cable was put in place on Monday with single pull. Work still remains to be done to connect the electrical cable at either end. Temporary above ground utility poles must be installed to span the Ammonoosuc River, near the Marshfield Base Station. Next spring *(2008)* a short section of cable will be reinstalled in a permanent pre-cast concrete bridge that will cross over the Ammonoosuc, in a project that will temporarily disrupt the Cog's first trestle near the beginning of the track. Work at the summit will require tying the thick cable into a transformer as well as work on the switching gear, Tupick explained. If the weather continues to hold, this should be accomplished by late November. Tupick has high hopes that electricity from the valley could flow to the summit by Thanksgiving, meaning that the Mt. Washington Observatory crew's harvest meal could be served on Nov. 22 under lights powered by PSHN, rather than by temporary generators housed behind sheets of plywood under the Summit Building's concrete canopy. Restoration work, including removing the temporary bridge over the Ammonoosuc and installing erosion controls on the newly created service road, will also be started. In September, Tupick worked as a subcontractor for the Phase III subcontractor putting in the base for the low-slung precast electrical building that will be installed in front of the Sherman Adams Summit Building. Originally planned to be hauled up in three sections, weight restrictions on the Mt. Washington Auto Road require it to be brought up in four sections, likely in late June or early July. The contract calls for the entire project to be completed by October 2008. The Commission had first discussed bringing valley power up to the summit in 1971, when discussing the summit's first – and so far last – master plan. According to the architect (Mansfield), who has now walked the length of the electrical transmission line project numerous times, Tupick has repeated praised the cooperation of the Cog's general manager, Charlie Kenison, a Jefferson native who now lives in Crawford's Purchase. Wildflower experts at the state Natural heritage Bureau have recommended that the vegetation be allowed to fill in naturally on the disrupted section of the cone that are above treeline. They recommend seeding be used to re-vegetate the disrupted areas below treeline. Auto Road Manager Howie Wemyss, who is a Commission member, said that as a private citizen he is very concerned about the potential for erosion above treeline. He said that he, of course, recognizes rights of private landowners, but that all the elec-

trical project work has been done as a government project, which means that it should be done to the highest standard of care. "There's now no missing that there is a roadway," Wemyss said. Cog co-owner and Commission member Wayne Presby said that he expects to bring down a lot of old discarded tie and trestle pieces that lie alongside the track while the service road is in place. He hopes to be able to contract with Tupick to do this work, Presby said, adding that, long term, he only plans to maintain the service board below the steep incline of Jacob's Ladder, a 25-foot-high trestle that has a maximum gradient of 3.741 percent. A ceremony celebrating the electrification project and recovery from the 2003 fire is likely to be held in July 2008. Before the close of the Commission's meeting, stakeholders reported on their summer's activities. The Cog's ridership is up by six percent, with revenues up 10 percent, due to price increases. The new bio-diesel hydraulic locomotive will be on line by the end of Nov., Presby predicted, and likely in service for weekend snow trains excursions, started Jan. 1, 2008. Outfitted with a "hospital-grade muffler," the rail enthusiast (Presby) said that he is excited by this innovation that will transform the ride into a "green" experience."

- Littleton Courier – Wed, Oct 31, 2007 pg A8



Full moons over the Great Gulf as seen from the Cog Railway (2016)
- Steve Comeau Collection

November 7th

Cheeky Hiker Sting Revealed: "A special detail of state police officers from Troop F spent time at the height of the tourist season on successive weekends in late August (25-26) and early September (1-2) nabbing cheeky hikers who "mooned" passengers on the Mount Washington Cog Railway in the alpine zone, not far from the Skyline Switch. Undercover state police officers dressed as hikers issued several federal summonses on the two weekends that they were out on the boulder-strewn mountain. Summonses were issued for disorderly conduct the first weekend day on which hikers were apprehended for turning their backs to a passenger rail car and locomotive chugging up the mountain, dropping their trousers or shorts, and then leaning over, according to Lt. John Scarinza of the State Police at Troop F. The summonses issued on the second weekend were for public nudity. All but one of those apprehended were men. Most hikers were walking the Appalachian Trail (AT), and some were members of the Appalachian Mountain Club, T. Scarinza said. The cases are now working their way through the federal court system. The Cog's owners – the Presby and Bedor families of Littleton – reported the problem to law enforcement and White Mountain National forest and forest Supervisor Tom Wagner. Through its cooperative law enforcement program, the U.S. forest Services is able to pay details of off-duty state police officers. The problem apparently has become an ever-growing nuisance that affects as many as five or six trains a day, disgusting parents traveling with children and the many retirees who enjoy the three-plus-mile trip up to the summit. Cog employees - engineers, firemen, and brakemen – told the state police that they, too, find it disagreeable to have to look "mooning" hikers who line up alongside the tracks and then turn and "moon" paying passengers. *(Ed note: It was not unheard of that "offended" train crew in the cab would turn the other cheek and moon back.)* Word that undercover police officers have issued summonses for this kind of illegal behavior has



Winter moon over Skyline (2021)
- Rebecca Metcalf Collection

been passed along on hiking and AT blogs, and Lt. Scarinza hopes that this so-called "traditional" activity will no longer take place when warm weather arrives next summer on the Rock Pile." *- Coös County Democrat article in Littleton Courier – Wed, Nov 7, 2007 pg. A7*

November 15th

Full Moons Along the Ridgeline: The *Associated Press* wire carries a story about a fall classic. "A century-and-a-half ago, so the story goes, New Hampshire native and meatpacking tycoon Sylvester Marsh went to the Legislature with a proposal to build a railway to the summit of Mount Washington. They laughed and said he "might as well build a railway to the moon." Make that moons. Today, passengers chugging up Mount Washington in the Cog Railway can take in views spanning four states, Quebec and the Atlantic Ocean. They can breathe in the crisp mountain air, gaze at the bright sky and wonder at the breathtaking panorama of the Presidential Range. And if the stars are in alignment, they can catch a glimpse of the moons. Station Master Laura Hardiman said she didn't realize how frequently it happened until she worked as a brakeman - hikers dropping their pants to salute the steam-powered locomotive as it passed them by. "I think it is a really long-standing 20- or 30-year tradition, if you want to call it that, for some of the through hikers," she said. It happens so frequently, Hardiman said, that some tourists thought the moonings are part of the train fare. They aren't, though some rail workers make it a point to mention them. "Sometimes one of the more tactful brakemen will say, 'There is one more thing we need to tell you about,'" Hardiman said. "Be prepared, whether this means covering your eyes or getting out your camera, I am not sure, but we do have hikers who potentially could be mooning the train." Near the end of the summer the moonings became more frequent. "They were horrified. Little kids cried. Some people cracked up and thought it was funny. But a lot of people were highly offended," Hardiman said. Someone complained, and that's when the law got involved. Undercover officers - an off-duty trooper and a ranger dressed in hiking clothes - started riding the train. They caught the culprits literally with their pants down. During a couple of weekends authorities cited eight hikers - including one woman - for flashing their cheeks at the train. Because the moonings happened in the White Mountain National Forest, the accused mooners were given summons to pay a fine or appear in U.S. District Court in Concord. Assistant U.S. Attorney Robert Kinsella said Wednesday he had not heard of the case, or seen any of the accused mooners in court, but would look out for them." The undercover operation prompted discussion along the internet. *Wired Kayacker* complained "Isn't there some better way to spend money on undercover cops. Seriously with all the drugs and guns and pedophiles and rapists and scumbags out there why arrest hikers for participating in a tradition. There are many theories as to why. One because the thru hikers are known to call the train the Smog railway. So shooting it the moon is a way to protest the smoke belching beast. Another theory is that the Cog was called the Railway to the Moon. I think that mooning the cog is harmless fun. No need to get all Dirty Harry and charge the hikers you off duty guys. Wow you made the world safe from seeing one more butt. Whoop Dee Do. Get those guys medals. mooning the cog railway should not be a federal offense. Having the train crew pelt the mooners with coal seems like a funny response to a funny situation." Such retaliation was confirmed on the *MWR: We Worked There* page - Barry Stewart: "I remember showering some of those bare butts with red hot cinders. Gotta love a hole in the fireman's side of the bonnet and a nice dusty shovelful of coal." David Huber: "I remember braking one day on *Thelma*. Had a tour group of senior citizens who were really the best group of goofers I ever had I think. Eight of the women in front seats were only interested in what my love life was like. They were a real hoot. Then when we got to the AT *(Appalachian Trail)* crossing, four young leiderhausen clad lads who all decided to shoot the moons..... These women went nuts and started yelling "STOP THE TRAIN!" One of them even started pulling the bell cord thinking it would stop the train..... The rest to the trip to summit they kept talking about all the bare asses they had seen over the years."

https://web.archive.org/web/20080324031813/http://www.wiredkayaker.com/2007/11/mooning-cog.html */ Associated Press - Nov 15, 2007 / Mt Washington Cog Railway: We Worked There*

November 21st

Summit Electrification: The State is in the last phase of the project; 11 months ahead of schedule. Power went live the day before Thanksgiving" (cable has been buried alongside Cog track from Marshfield to Summit)

- Minutes of 1/29/2008 Mt Washington Commission meeting

Lights On!: "Electricity from the Public Service of New Hampshire grid reached the summit of Mt. Washington the day before Thanksgiving in the 3.1-mile-long cable buried underground alongside the Cog Railway. The buried cable allowed quiet to be restored to the peak as the noisy temporary portable kerosene-fired 225 kw

Caterpillar generator housed behind sheets of plywood under the Summit Building's concrete canopy in June 2003 was turned off. This was the first time in 90 years that grid power from the valley floor has ever operated the lights, machinery, and communications systems at the summit of the Northeast's highest mountain. The new system sill needs some tweaking, according to Mike Pelchat of the state Parks Division, who manages the Mount Washington State Park atop the Rock Pile and was on hand for Wednesday's historic event. "We were getting a brownout on Friday *(11/23)* and had to switch back to the generator," he explained. "PSNH will (soon) address the low voltage with us; we may need to install a voltage regulator at the base. So there are still a few bugs to work out, but at least we know the connection works!" Work still remains to be done in 2008 to permanently connect the electrical cable at both ends."

- Coös County Democrat article in Littleton Courier – Wed, Nov 28, 2007 pg. A8

Reaction to Grid Power: The changeover to grid power has not been without incident as a "brownout" over the weekend forced state park manager Mike Pelchat to switch the generator back on, at least temporarily. In the absence of the running generator, Mount Washington Observatory staff meteorologist Ryan Knapp wrote last week *(~11/28)* that it may take some time to getting used to just the natural mountaintop sounds (after 4 years of constant generator operation). "Getting the precipitation [which came] shortly after midnight was eerie. I could hear the wind, the snow beneath my feet, my heart, my breath, and my thoughts. It almost felt like something was wrong since that constant hum meant we were getting power, one of the ingredients for life. But I will eventually get used to it as will any of the hikers braving the summit this weekend or in the future." *- Littleton Courier – Wed, Dec 5, 2007 pg.B3*

November 23rd

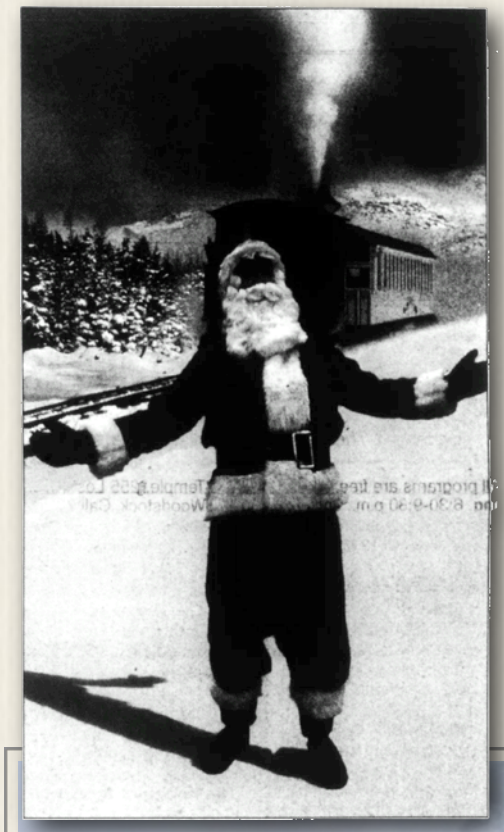
Cracking Down: "The Mount Washington Cog Railway, which chugs up the side of New England's tallest peak, has been called the railway to the Moon. Some people have been taking that title a bit too literally. The White Mountain National Forest, most of which is in New Hampshire, has cracked down on hikers who drop their pants and moon the cog railway. Eight people were cited by undercover officers for public nudity or disorderly conduct during a sting operation in August and September after some passengers complained that they had seen more on the mountain than they had bargained for. Since most of the mountain is in national forest, the citation is a federal charge. A spokeswoman for the U.S. attorney in Concord did not return phone calls. "Apparently, there were some complaints in the recent past to the owner of the cog railway, who asked for some assistance in getting it stopped," said Alexis Jackson, a spokeswoman for the White Mountain National Forest. "Some people were amused by it, and there were others who were offended." "Mooning the Cog," as the activity is called, is somewhat of a tradition, especially for people hiking the Appalachian Trail. Its origins are unclear - some theorize it started as a way for hikers to protest the noise and smoke coming from the train, while others say it started as, and continues to be, nothing but a joke. "Apparently, it's been going on for a long, long time," Jackson said."

- New York Times News Service via Quincy (MA) Patriot Ledger - Fri, Nov 23, 2007 pg. 2

November 24th

Santa's Snow Trains: "Santa Claus may be a busy man in the weeks before his big night, but every weekend between Thanksgiving and Christmas, he takes time out from toy making at the North Pole to ride The Cog Railway's Santa Train. Now in its fourth season, the popular snow train is a magical ride for children in the holiday season, taking them partway up the snowy slopes of Mount Washington to an elevation of about 4,1000 feet for a memorable visit with the Holly Old Elf. The destination is Kroflite Kamp, halfway to the 6,288-foot summit of the highest mountain in the Northeast. At this point, youngsters can depart the train and have their photos taken with Santa Clause and the panorama of Bretton Woods and White Mountains spread out behind them. The roundtrip in the heated railcar takes





about an hour. During the ride, Children can take turns visiting with Santa, who sits at the front of the rail car next to the brakeman, and detail their Christmas wish lists. The Santa Train runs twice daily, at 10 a.m. and 1 p.m., each Saturday and Sunday between Thanksgiving and Christmas. Tickets are $31 for adults and $26 for children; youngsters age three and under ride free on an adult's lap. Reservations are recommended and tickets can be booked online. All trains depart the Marshfield Station, located six miles off U.S. Route 302 in Bretton Woods. Winter excursions on The Cog for sightseers will continue to run every weekend after Christmas."

- Littleton Courier – Wed, Nov 21, 2007 pg. C9



2008

2008 Cog Ticket Prices

Age	
Adult 13-64	$59
Child (4-12)	$39
Child 3 & under	Free on adult's lap
Senior 65+	$54

January 29th

Mt Washington Commission Meeting

http://www.nhstateparks.org/uploads/pdf/Mt%20Washington%20Master%20Plan.pdf

Diesel Locomotive #1 - *Wajo Babatassis* ***built***

- Climbing the White Mountains of New Hampshire by Bruce D. Heald



- Littleton Courier - Wed, Apr 16, 2008 pg. B8

May 15th

Mt Washington Commission Meeting - Mr. Presby reports "The new diesel engine has been in operation since May 15 with three trips/day and no breakdowns. It's been on 20% bio-diesel fuel since June. The Cog plans to build two more diesel engines. They are cleaning up the old wood along the tracks and investing in a rubber track vehicle for the cleanup."

- Minutes of 7/23/2008 Mt Washington Commission meeting

May 22nd

Boiler Inspections 1: The fourth Thursday in May was hydrostatic pressure testing day for No. 4 and No. 9 and both passed. The No. 4 went to 200 psi while the No. 9 was pushed to 180 psi. State inspector Wayne Brigham issued one-year operating permits for both engines. While No. 6 was not pressure tested, she received a certificate as Brigham found "conditions satisfactory as construction permitted."

May 28th

Cog Celebrates Families: "Celebrating families is the theme this summer at the Mount Washington Cog Railway, which not only marks its 139th anniversary this year, but the 25th year of ownership by the Presby and Bedor families. The two local families purchased the unique attraction in 1983 and since then, have made numerous improvements to the worlds' first mountain climbing cog railroad. From restoration of the three miles of tracks, to construction of the new Marshfield Station at the base of Mount Washington, to development of an environmentally-friendly locomotive, the Presbys and Bedors have guided their work keeping true to the history and innovation of founder Sylvester Marsh. As the summer season gets underway, the Presbys and Bedors invite families who have enjoyed their rides on the Cog to look through their family albums and send in their best shot. Each week, one picture will be featured on www.thecog.com and all entries will be entered into a drawing for a 2009 White Mountains Family Fun Pass, which includes admission to all 16 White Mountain Attractions, as well as lodging at the Mount Washington Resort. Passengers riding skyward will also get a special ticket to another New Hampshire attraction. In partnership with the New Hampshire Historical Society, a free ticket will be included with each Cog fare sold this summer to the society's



- Littleton Courier - Wed, May 14, 2008 pg. B12

Museum of New Hampshire History in Concord."

- Littleton Courier – Wed, May 28, 2008 pg A10

June 25th

Bedors & Boys & Girls: *"*A couple of former Littleton kids have decided to "give back" to the community they love by supporting the Boys & Girls Club of the North Country. Joel and Cathy Bedor, partners in the Mt. Washington Cog Railway, and former partners of the Mt. Washington Resort, led a successful $40,000 "matching gift" campaign for the local Boys & Girls Club. This means that every gift – whether for $25 or $2,500 – was doubled because of the Bedors' generosity. The Boys & Girls Club of the North Country operates under the aegis of the Boys & Girls Club of Manchester. In its four-year history, the North Country branch has served hundreds of local kids with after chool programs and summer camp. In a brief ceremony, the Boys & Girls Club honored the Bedors and also recognized the Youth of the Year, 11-year-old Rachel Griffin of Lisbon. The Bedors' vision of the future is simple: "We'd like to see the Club become part of the fabric of the community," says Cathy Bedor. Although still actively involved with the Cog, the Bedors, when they retired in 2006, wanted to share their good fortune with the peole of the North Country. "We grew up here, and we saw first-hand the need for kids to have someplace to go," Joel Bedor explains. "There's been a generational change, with both parents working. If youngsters don't have the right kind of things to occupy them, you're not sure what they'll do." When the Bedors were attending school in Littleton, students who weren't engaged in after school activities had a parent at home. These days, they note, many mothers work. The Boys & Girls Club is a natural extension of the structure and influence of a school-sponsored program, the nearest thing to a "home away from home." "If this encourages people to support this organization, either personally or financially, we feel it will have succeeded," said Joel."



COURTESY PHOTO

Receiving a matching funds gift of $40,000 from Cathy and Joel Bedor is Boys and Girls Club Treasurer Kevin O'Brien, flanked by several long-standing members of the community who have been generous supporters from the Club's beginning. Standing, from the left are Erline Jesseman, Paul McGoldrick, Cathy and Joel Bedor, Kevin O'Brien and Starr and Bob Whitney. In the front row from the left are BGCNC members Sydney Lambert, Zack Linn, Serenity Dilone, Rachel Griffin and Dakota Linn.

- Littleton Courier – Wed, Jun 25, 2008 pg. A13

June 29th

In the Danger of Peril: *"*On a day that promised to be cold, wind blown, zero visibility, and with a chance of thunderstorms we were delighted to encounter clear, sun drenched scenery, only to be sidetracked by being a part of an historic derailing of the cog railway. WB&A *(Washington, Baltimore & Annapolis Chapter of the Train Collectors Association)* members Dave and Jeanne Sealing, Chuck and Carol McGinnis were among 50 TCA *(Train Collectors Association)* members at the Burlington convention on board the Cog Railway in Bretton Woods, New Hampshire on the afternoon of Sunday, June 29, 2008. For those who have never been, the cog railway works by having a cog attached beneath an 1800's steam engine that pushes a coach loaded with people up a track positioned on a sloping trestle to the top of Mt. Washington. There are three cog switches on the track that are thrown as trains ascend and descend, each requiring the control of 9 separate moving parts. After spending 20 minutes at the summit, the train comes back down with the engineer braking the engine and a brakeman in the coach braking that car. The two vehicles at this point can, and often do, create a gap between them. There are usually three trains climbing and descending the mountain at any one time. Coming down on our trip the engine passed safely through the Waumbek switch and with no warning, the right front wheel on the trailing coach derailed. The clunk was obvious, and the train came instantly to a complete stop. Our able brakeman, Alex, assured us that we were safe, and we should remain in the car, and he stepped outside to examine the damage. The crew radioed down to the base station and they sent up an- other train that commenced to "rescue" us. We were all calm, content, and enthralled. With the assistance of the crew we climbed down one

ladder to the track, across the outside track, then down another ladder to the ground. The crew then shifted to the rescue train, unloaded the equipment for right the stranded coach, and brought us up another ladder and aboard. Those of us who were on the train, stuck at 4200 feet above sea level, on the side of Mt. Washing- ton the highest peak in New Hampshire, with 46 other TCA members, will never forget this adventure. - Carol R. McGinnis TCA 95-41066"

- "The Trolley" Official WB&A Newsletter - Vol. 9 No. 4 - Oct-Dec 2008

July 7th

Dartmouth Sells Out: *"*The deed to 8.176 acres of land on the 6,288-foot summit of Mt. Washington, including the Yankee Building, that was built in 1941 to house transmitter facilities for northern New England's first FM radio station, were officially transferred tot eh state of New Hampshire from Dartmouth College in a ceremony held in the historic Tip Top House on last Wednesday *(7/2)* afternoon. Dartmouth sold the parcel to the state of $1.64 million and also financed the transaction in an agreement that defers payments until 2010 and repayment out over nearly a decade. The total deal is for $2.1-plus million – including both principal and interest through 2019, with all the monies coming from the Mount Washington Fund, offset by income from existing communications leases. The director of Dartmouth real estate, Paul Olsen, and the Commissioner of the state Department of Resources and Economic Development, George Bald, represented the two parties at the closing; they were supported by other ky players who were involved over the last six years when both the appraisal and financing details were worked out. The real estate closing on the summit turned out to have the air of an old-fashioned mountain "rendezvous" with more than a dozen peole, including Parks director Allison McLean, hiking for nearly four hours up the Ammonoosuc Ravine Trail, pausing briefly at the AMC Lakes of the Clouds hut. Others on hand were drive up the eight-mile Mt. Washington Auto Road off Route 116 in passenger vans, and some, including District 1 Executive Councilor Ray Burton, rode ont eh 11 a.m. Mt. Washington Cog Railway train – pushed by the Moosilaukee locomotive with on-board explanations provided by brakeman John Szurley, of Groveton – from the Marshfield Base Station at the end of the Base Road, off Route 302 East. Dartmouth had acquired 67 acres of land at the Mt. Washington summit in 1962. In 1964, the College sold 59 acres to the state, facilitating the creation of Mt. Washington State Park. The remaining acres were retained by Dartmouth since they were subject to a 65- year lease, signed in 1944, that granted a third party all broadcasting rights at the summit. The situation changed in 2002, however, when the state of New Hampshire acquired the third party's interest in the lease that was scheduled to terminate at the end of 2009. "We've been talking about this transaction since the state took over the leasehold in 2002; we've always thought that it was appropriate for the state to own this property so it would be in the public domain," Olsen said. "We wanted this sale to be finalized well before the lease ended, so the state could maintain its broadcast facilities without any possibility of interruption." 'Over many decades, we have enjoyed a very productive working relationship with Dartmouth College on the summit of



PHOTO BY EDITH TUCKER

The State of New Hampshire purchased 8.176 acres, plus the Yankee Building, from Dartmouth College at a signing ceremony held on Wednesday afternoon, July 2, in the historic Tip Top House on the Mt. Washington Summit. Seated are Assistant Attorney General Anthony Blenkinsop, left, DRED Commissioner George Bald, director of Dartmouth College real estate, Paul Olsen, and Dartmouth's assistant director Larry Kelly, also a notary public. Standing behind are DRED lands manager Bill Carpenter, Auto Road general manager Howie Wemyss, Cog Railway co-owner Wayne Presby, attorney Jack Middleton, Parks Director Allison McLean, District 1 Executive Councilor Ray Burton, Rep. Martha McLeod of Franconia, WMNF Forest Supervisor Tom Wagner, and AMC public affairs director Rob Burbank.



Spring Work on Jacobs' Ladder: *Jack Watkins' ID's. blue sweatshirt is John Szurley, drill man is Mark Sodergren, guy by the generator is "Jailhouse Joe" Pschyviech or however the hell you spell it. The guy squatting down might be Dan Keely, not sure though."*
Mark Sodergren: *"Joe P. by generator... John Suzerly standing.. Dan Kenly squatted... Cookie on drill. (2008)*
Found on the web, from May 2008 - by Leslie Woolhouse

Mount Washington," Bald said. "This transfer allows the Division of Parks and Recreation to consolidate its management authority over Summit operations while honoring Dartmouth's historic and continuing presence throughout the White Mountains." Bald praised and thanked the College for being "very accommodating" in assisting the state to avoid having to float a bond in order for the transaction to move forward. He also praised DRED's lands administrator Bill Carpenter, as well as Anthony Blenkinsop and Anne Edwards of the Attorney General's Office. The Mt. Washington State Park was established to preserve and develop the summit's unusual scenic, scientific, historical, and recreational features for public use and enjoyment. On April 12, 1934, scientists at the Mount Washington Observatory recorded a wind gust of 231 miles per hour, the highest wind speed ever recorded on the earth's surface. The Cog Railway retains ownership of a small slice of the summit. A spur of the Appalachian Trail (AT) runs up to the peak, and AT hikers must climb over the Cog's tracks. The state and Cog Railway parcels are surrounded by nearly 800,000 acres of the White Mountain National Forest, and Forest Supervisor Tom Wagner was on hand for the ceremony. The July 2 acquisition was more than 35 years in the making. The Park's Master Plan, drawn up and approved in 1971, recommended that the state acquire the remaining parcel from Dartmouth, which was then leased to a television station - Harron WMTW Mt. Washington LLC.

Over 30 years later, on June 26, 2002, the Governor and Executive Council approved a Purchase, Sale and Assignment Agreement between DRED and Harron, allowing DRED to assume Harron's lease with Dartmouth and to continue electrical services to Summit park operations, its partners, and communications interests. It was then that DRED began earnest discussions with Dartmouth to acquire the remaining parcel. Two summit buildings — the Yankee Powerhouse and the former WMTW-TV building — were destroyed by fire on Feb. 9, 2003. Following an appraisal by Heath Appraisal Services that was approved by G&C in October 2004, DRED negotiated the final price of $1,639,776 with Dartmouth and devised a payment plan acceptable to both parties at a flat five-percent-a-year interest rate. Dartmouth has also agreed to a nine-year payment schedule that begins on July 1, 2010, when DRED's obligation to Harron will be fulfilled, through July 1, 2019. In addition to Forest Supervisor Wagner, several other Mount Washington Commission members were on hand: Jack Middleton, an attorney who brought a photograph with him of the earlier and far more formal real estate closing held in 1964 at the State House under the aegis of Gov. John King; Auto Road manager Howie Wemyss, of Randolph; Cog Railway co-owner Wayne Presby, of Littleton; Rob Burbank, representing the Appalachian

Mountain Club; and Rep. Martha McLeod, of Franconia, currently a Democratic candidate for state Senate in District 1. Mount Washington State Park manager Mike Pelchat convened the ceremony, and his wife Diane Holmes, both of Gorham, was also on hand. The transaction was approved by a unanimous vote at the June 25 meeting of Governor and Council at the State House in Concord."

- Coös County Democrat article in Littleton Courier – Wed, Jul 9, 2008 pg. A8 & A9

July 23rd

Mt Washington Commission Meeting http://www.nhstateparks.org/uploads/pdf/MWC072308.pdf

Can't Get There From Here: "The Mount Washington Cog Railway is one of New Hampshire's most popular tourist attractions, but more and more visitors are having a hard time finding it because of a glitch or a faulty reliance on Global Navigation Position Systems (GPS). When GPS users enter the Mount Washington zip code (03589) the navigation device finds the most direct route to the summit of Mount Washington, which is the Mount Washington Auto Road. Would be railroad-riders are surprised to learn that they're at the Mount Washington Auto Road, not the Cog Railway. "It happens all the time," according to Ryan Triffitt, marketing director for the Mount Washington Auto Road, where some people show up asking "What time does the next train leave?" The Auto Road, which has a mailing address in Gorham, has had its own problems with GPS-addicted travelers. "It is frustrating," said Triffitt, who has included exact coordinates (71.22580 Long., 44.28850 Lat.) in their publications and doesn't even include a zip code on their Web site. "People are trying to find us and we have no physical address." Charlie Kenison, who operates the Cog Railway, jokes that the confusion "is super for Howard Wemyss (Manager of the White Mountain Auto Road)." He said the problem has grown over the last three years with the increased use of GPS systems. The bulk of the problem has been with the Mount Washington zip code, but he's also seen confusion between the Twin Mountain (03595) and Bretton Woods (03575) postal codes. This, although, is a much easier problem to solve with people like Betty Gilman, who runs the Twin Mountain Information Booth, who are able to guide wayward tourists in the right direction. She finds many lost travelers looking for the Cog near the Troop F State Police Headquarters, on Route 302, near the Bethlehem town line. Kenison said he gives specific directions to the Cog, has ample signage posted, and has even changed the zip code to the Bretton Woods zip code, which is housed in the Mount Washington Hotel. The Mount Washington Auto Road's Triffitt has a last resort suggestion for obsessive GPS users: "It's bizarre. I tell them to put in the Glen House (a long gone hotel) from the late 1800s, and (then) they have no problem finding the place." For some reason, the system knows exactly where the Glen House once stood, but not the Mount Washington Auto Road or the Mount Washington Cog Railway."

- Coös County Democrat in Littleton Courier – Wed, Jul 23, 2008 pg. A8

July 24th

Biodiesel Plant Proposed: Local businessman and Cog Railway owner Wayne Presby, of Littleton, is in the midst of helping to bring alternative energy sources to the North Country. Presby, along with friend and former Franklin Pierce College roommate Robert Kuhsel, of Connecticut, are moving along with plans to build a 6,000-square-foot biodiesel plant in the Haverhill Business Park, located off Route 116. The Haverhill Select Board approved and signed the contract for the land, according to Presby, and the two men will go before the Zoning Board of Adjustment (ZBA) July 24 because of some other requirements they have to meet. Haverhill Town Manager Glenn English said the meeting is on a special ordinance to protect the groundwater, as there is an aquifer nearby. "It looks very positive at this point," said Presby. "It seems like the right thing to be working on in the next 30- 40 years." One of the Cog's engines runs off biodiesel, and Presby said he and Kuhsel started exploring the idea and doing research on the product. They attended the National Biodiesel Conference in Orlando, Fla., last spring and then researched the product on the Internet and by visiting other biodiesel plants. They even experimented, making some biodiesel of their own. Presby said biodiesel is a good alternative with oil becoming scarcer because it "works in existing infra- structure." Pending the outcome of the July 24 meeting, Presby said they hope to start building in August, have the plant up within two or three months and be making biodiesel by the end of the year. "It's a pretty exciting alternative for the future of the North Country," said English. "We think it's a pretty good fit."

2008

Presby and Kuhsel signed a contract last week with chemical engineer Bruce Lamarre, of Piermont, who will also be involved with the manufacturing, engineering and management of the product, according to Presby. Presby said there will be a lab in the building, which will help with research and also help make sure the plant is making biodiesel that is meeting the requirements to be sold in the U.S. The plant will create 10-12 jobs once it is fully up and running and Presby said he wants to set up a consortium with local farmers to grow the feed stocks that make the biodiesel and have the stocks be a cash crop for those farmers. Presby said feed stocks can be anything from mustard seed to rape- seed or even bacon fat and grease restaurants wish to dispose of. He added that a lot of restaurants pay to have the grease taken away. "We're going to try to do better than that," he said, noting they will pay the restaurants for the grease and plan to utilize local dining establishments as well as others around the state and into Vermont and Maine. Presby said when the plant is up to full capacity it will run 24 hours a day, but will take a year to get up to that capacity. He said when the plant is fully running, it will be putting out between one and three million gallons of biodiesel a year. He said the process would also be very quiet, with a forklift and a boiler being the biggest machines at the plant. He said there would be a series of electric motor pipes and tanks that process the feed stock to make the biodiesel, adding the tanks are doubled-walled. Glycerin is the other byproduct of making biodiesel, and Presby said that can be sold to the pharmaceutical companies, who use it as a base in cosmetics. He added the methanol and water used in the process of making biodiesel can also be separated and recycled. "We're excited about getting going on it, it's a good thing for the area," said Presby. "We want to make the whole thing as environ- mentally-friendly as we can, from soup to nuts." The plant will be a batch plant and wholesalers will ship it to other plants that mix the biodiesel with diesel. Presby said the product could end up as far away as the Midwest. He added that he expects places in Massachusetts to be interest- ed in buying some of the product, as they passed a mandate that 2 percent of home heating fuel and truck fuel be mixed with biodiesel. That number will be up to 5 percent by 2012. Presby said almost every state has passed a mandate like that or is considering passing one because the product is friendly to the environment and "lessens dependence on foreign oil." English said that if biodiesel was sold in the Haverhill area, people would definitely purchase it for use in farm equipment, as an alternative to diesel, which is very expensive. Presby said he would gladly discuss and make arrangements with interested parties to sell the product locally."

- Littleton Courier – Wed, Jul 23, 2008 pg. A1 & A11



Upper Falls of the Ammonoosuc River in Fabyan, N.H.
- intothewildfutu.com

July 30th

Upper Falls' Deadly Mystique: For generations, young people have been drawn to and dared by the Upper Ammonoosuc Falls. Most beat the odds with death defying jumps off 25- foot high rocks into the turbulent waters below. Some, though, have not been so lucky or skilled — and they too have become part of the allure and mystique of this place. Upper Falls is one of the most beautiful, popular, and dangerous natural swimming holes in the state. The falls are a geological gem created over millions of years by ice and continue to be sculpted by the constant flow of water. The story of the falls begins at the summit of Mount Washington. Ice cold water crashes down the western side of the mountain near the Cog Railway base station through a tributary brook called Deception, and then pours through a series of falls, basins and gorges that make up the Upper Ammonoosuc River. The Upper Falls includes three swimming holes that lie just below a footbridge. At first the sight, the two larger pools are most awe- inspiring. There is a sharp contrast between the high cliffs, the tight river and the wide, clear mountain pools, and then, in an instant, and only yards away, the river turns into a serene

ankle to knee-high babbling stream. Most of the acrobatic jumping and diving occurs in the two lower pools, often with an audience of sunbathers and onlookers enjoying the spectacle. It is easy to miss the small pool that swirls at the bot- tom of the six-foot waterfall. When the water is high, white and frothing, power- ful hydraulic forces develop that can pull unsuspecting swimmers down and hold them there. This is precisely what happened to as many as a dozen young men in the last 40 years. Of all the victims, one stands out from the rest because his death defied reason and the established pattern. On June 4, 1972, while sunbathing friends watched, Stephen Gage, a 17-year-old from Whitefield, dove from the rocks by a downed tree and into the frigid pool below the water- fall. A skilled swimmer familiar with the falls and the son of the local Police Chief, young Gage couldn't combat the strong force of suction of the falls. The *(Coös County) Democrat* reported that the recovery attempts were so dangerous that Conservation Officers "determined that it was unsafe for skin divers to venture and they were forced to use grappling hooks to get the victim out." Prior to Gage's death, Chief Conservation Office Paul Doherty said there had been four drownings in the previous five years (1967-71). The Pemigewasset Ranger Station, which is responsible for maintaining and monitoring Upper Falls, periodically evaluates the risks associated with the site. "The risk," said Tom Giles, assistant District Ranger, "hasn't risen to the point of (it being) necessary (to institute) closures, reroutes or setbacks." They have, though, instituted a strict ban prohibiting alcohol (punishable by fines of $5,000 and/or six months in prison), and erected a simple warning sign and a split rail fence to delineate dangerous access points. Many veteran swimmers have had or have witnessed others having trouble that could very well have ended tragically. Skilled in outdoor recreation, Luke Long, of Pottstown, Pa., was at the falls on a summer day in 2002 that was so miserably wet the swimming area was empty. A man appeared at the top of the ledge and Long and his friend looked at each other in amazement. Long recalled that he said, "He's not going to jump in right now." Their jaws dropped as they watched Paul Healy, 38, of Woburn, Mass, "dive so perfectly into the aerated pool that he melded into it." He came up and was in "a panic, struggling and flailing loudly." Long went for his rescue gear and sent an onlooker to the Cog for help. In a moment Healey surfaced again "looking fatigued and scared." Then he disappeared for good. Long had hoped Healey found safety in the above water cave behind the falls, but a few minutes later he was "flushed out into the lower pool." Long pulled the life-less body onto the rocks and began CPR. Healy was not breathing, but in time, was resuscitated. Charlie Kenison, who runs the nearby Cog Railway, has been visiting the Falls for 47 years, and was impressed with the cleanliness during a recent visit. "I saw nothing on the grounds," said Kenison, "not even a gum wrapper." Twin Mountain Fire Chief Jeff Duncan cautiously concurs. He typically responds to reports of drowning, but had had no calls during the last year or so far this year. When responding to calls, he has rarely seen any evidence of alcohol use or accidents resulting from divers hitting rocks. Most of the calls come early on Saturday afternoons. Notwithstanding the recent trends, Duncan still worries, especially with all the rain that has fallen recently. Historically, most problems occur around the cusp between July and August. "Based on history" he can't help but worry. "This is peak time," Duncan said. "You almost expect it."

- Coös County Democrat in Littleton Courier – Wed, Jul 30, 2008 pg. A11

August 7th

Boiler Inspections 2: The boilers of the No. 2 and No. 3 were pressure-tested to 175 psi and operating certificates were issued by Inspector Wayne Brigham as "conditions satisfactory" for both engines.



- Littleton Courier - Wed, Aug 6, 2008 pg. B12

Name that Bio-Diesel: "From *Old Peppersass* to *Kro-Flight*, the names of the steam locomotives that have plied the slopes of the Northeast's highest peak for nearly 140 years are a part of the history of the Mount Washington Cog Railway. With the debut this summer of the Cog's newest engine, which runs on biodiesel fuel, a new chapter in the 139-year railroad his- tory is about to be written. But first, that engine needs a name and for that, a contest is underway to find the perfect moniker. "Our seven other locomotives have Native American names from around the area," said Charlie Kenison, general manager of the Cog. The names of the steam engines include *Agiocochook* (f.k.a. *Mt. Washington*), *Ammonoosuc*, *Chocorua* (f.k.a. *Base Station*), *Moosilauke* (f.k.a. *Tip Top*), *Kancamagus* (f.k.a. *Great Gulf*), *Kro-Flight* (f.k.a. *Col. Teague*) and *Waumbek*. When *Old Peppersass* climbed the 6,288-foot summit of Mount Washing-

ton, the highest peak in the Northeast, it became the first mountain-climbing cog-driven train in the world. It was built in 1866 and originally called Hero, although the name was quickly changed because the unique construction of the engine, with its oddly-tilted boiler, made it resemble pepper sauce bottles of the day. Throughout its history, the Mount Washington Cog Railway has had wood and coal fired engines making their way up the three-mile track to the summit. Each trip requires over one ton of coal and 1,000 gallons of water to move the 18-ton engine. For the past several years, Cog crews have been working to develop a more environmentally-friendly locomotive. Led by Al Laprade, a retired mechanical engineer at the Portsmouth Naval Shipyard, the shop crew balanced the unique character of the Cog with 21st century technology. The new biodiesel locomotive will burn much cleaner than its forebears. Names for the new locomotive can be entered at the Cog's Web site - www.thecog.com. All entries must be received by Aug. 29 and the winner will be invited to ride the new biodiesel train and join Gov. and Dr. Lynch at the dedication of the locomotive on Sept. 6. The Mount Washington Cog Railway is a National Historic Engineering Landmark. *Old Peppersass* is on display at the Marshfield Base Station, and the Cog Railway Museum, which is full of memorabilia and the rich history of this pioneering railroad, is free to the public." *- Littleton Courier – Wed. Aug 27, 2008 pg.A15*



COURTESY PHOTO

A contest is being held to name this Cog Railway biodiesel train.

September 3rd

Diesel Dedication Date Set: "New Hampshire Gov. John Lynch and Dr. Susan Lynch will be on hand Sept. 6, at the Mount Washington Cog Railway, for a dedication ceremony of its new biodiesel locomotive. With the debut this summer of the environmentally-friendly engine powered by alternative fuel, the Cog Railway entered a new era. The festivities will begin at 11 a.m., Saturday, Sept. 6, at the Cog Railway's Marshield Station, at the base of Mount Washington, located six miles off Route 302 in Bretton Woods. The public is welcome to attend. Throughout its 139-year history, the Cog Railway has made its journeys using wood and coal fired engines to make their way up the three mile track to the summit. Each trip requires more than one ton of coal and 1,000 gallons of water to move the 18-ton engine. The dedication ceremony will also include the unveiling of the locomotive's name. Over the past several weeks, hundreds of people from around the world have submitted their suggestions for the name as part of a contest sponsored by the Cog Railway. The Mount Washington Cog Railway is a National Historic Engineering Landmark. Its first locomotive, *Old Peppersass*, reached the summit of Mount Washington July 3, 1869, making it the world's first mountain climbing railroad using a toothed cogwheel to engage the rack between the rails."

- Littleton Courier – Wed, Sep 3, 2008 pg.A7

September 6th

First Diesel Christened - The newest locomotive at the Mount Washington Railway was christened this weekend with water from the Ammonoosuc River and a new name - *Wajo Nanatasis.* "It means Mountain Hummingbird," said Larry Kirkman of Brookville, PA., who with his wife, Ruth, submitted the winning name to contest conducted... this summer. After years of planning and designing, the Cog quietly put on the tracks earlier this summer. *Wajo Nanatasis* was designed by Al Laprade of Jefferson, a retired engineer who worked on nuclear submarines at the Portsmouth Naval Shipyard, who had the task of creating a 21st century locomotive for a railroad that was, in its day, ahead of its time. Unlike its steam-engine forebears, which have oddly shaped boilers to take into account the steep grade of the tracks up Mount Washington, *Wajo Nanatasis* has simple lines and can be operated by one person, using a joystick. If necessary, the biodiesel engine can be operated remotely by lap-



top computer. *Wajo Nanatasis* was christened by Gov. John Lynch and his wife, Dr. Susan Lynch *(left)*, who were provided with a bottle of water that came straight from the nearby Ammonoosuc River. "Stand back!" Lynch shouted before breaking the bottle on the chassis of the engine. Lynch later took the controls of the locomotive for a ceremonial drive along the track. "I've never driven a locomotive," Lynch said. "I hope it's governor-friendly."

- Caledonian Record - Tue, Sept 9, 2008

September 10th

Cog Railway Presentation: "The Littleton Area Historical Society will host an informational presentation on The Cog Railway, with speaker Cathy Bedor. The presentation will be held Wednesday, Sept. 10, 7 p.m., at the Littleton Community House. For more information, call 444-5816.

- Littleton Courier – Wed, Sep 3, 2008 pg.A12

Mt Washington Commission Meeting - http://www.nhstateparks.org/uploads/pdf/MWC091008.pdf

October 20th

Boiler Inspections 3: The No. 10 *Kroflite's* boiler was pressure tested on October 16th and State inspector Wayne Brigham looked the boiler over on the 20th and issued an operating permit as "conditions satisfactory as construction permitted."

November 11th

No Winter Operations: "After serious consideration a decision has been made by the Mt. Washington Cog Railway owners not to run passenger trains this winter up to what was designed as a skiers' platform above the Waumbek Tank. Ski trains ran regularly in the winter from 2004 to 2006, and winter excursion trains over the winter of 2007-2008. Fuel costs are very high for both running a locomotive partway up Mt. Washington and operating the modified Pratt & Whitney J59 jet engine, which is used to melt and blow snow off the tracks, explained Wayne Presby, of Littleton, one of the Cog partners. Furthermore, he said, the time of the year-round staff will be pretty well stretched to the limit in order to simultaneously complete the construction of two from-scratch diesel locomotives in the on-site Cog car barns and metal-fabricating shops, even without their having to run trains up the tracks. It took two years to build the first from-scratch locomotive, Presby said, noting that it literally had been a design-build project under the aegis of chief engineer Al LaPrade, of Jefferson and general manager Charlie Kenison, a Jefferson native who lives near the car shops. Four teams, who have worked out a modified assembly line to do the work more efficiently, are building the two new diesel locomotives over the winter with the expectation that they will be ready for use at the start of summer 2009."

- Coös County Democrat in Littleton Courier – Wed, Nov 12, 2008 pg.A7





- Kevin Madore photo (2008)

2009

January 16th

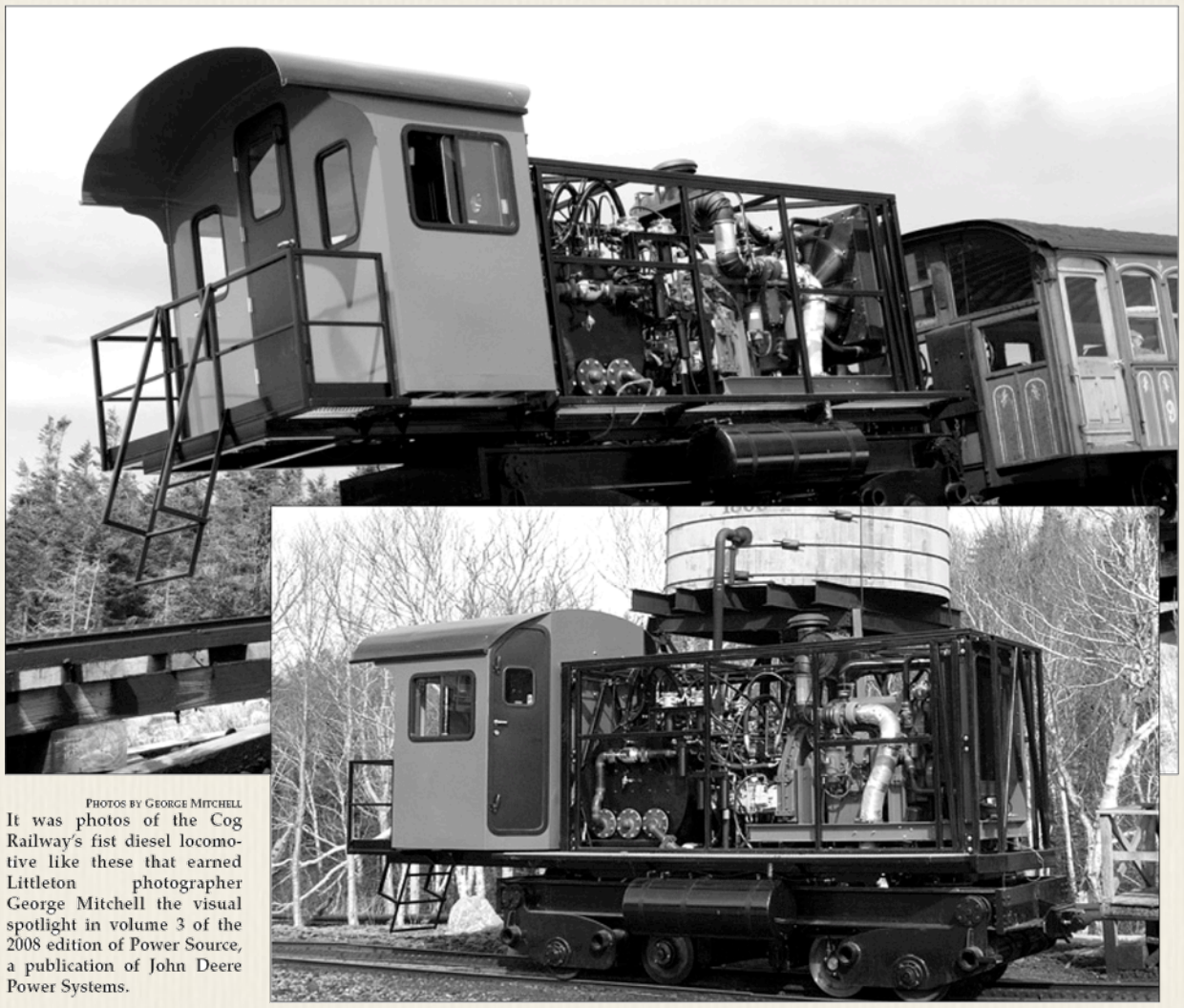
Mt Washington Commission Meeting

- NHstateparks.org - Mount Washington Commission

January 9th

Local Photographer / National Magazine: "For George Mitchell, of GM Fotography and Framing on Main Street, photography has always been a hobby and a love. Now, Mitchell can brag that his picture-taking skills have earned him national recognition. Mitchell was called upon to take photos of the Mt. Washington Cog Railway's diesel locomotive last spring, which sports a John Deere engine. However, the photos weren't for Mt. Washington, but were for John Deere's nationally circulated Power Source publication. In the third volume of the 2008 quarterly magazine, Mitchell's photo of the Cog and its components seem to be chugging right off the page, the green of the train crisp against the early spring backdrop. Inside is a two-page story about the diesel locomotive, complete with Mitchell's photos that tell the story alongside the words. "I'm just pretty excited to have that done," Mitchell said in a recent interview from his studio at the corner of Main and Cottage Streets. He said during the Cog shoot, as he does with all of his photos, he tried to capture the emotion. "It's about selling the emotional response," said Mitchell. His experience also proved that good things can come from who you know and what ties you keep with people. Mitchel who was employed at Yeaton Associates in Littleton for 18 years, used to work with a man named Al LaPrade. LaPrade now works for the Cog Railway as a mechanical engineer. "I've seen his photos before and they were always of professional quality," LaPrade said about Mitchell. "But we needed more than just a photographer." For LaPrade, that was why Mitchell fit the bill. He knew his former co-worker was mechanically inclined and would take photos of the mechanical parts of the locomotive and tell a story through the pictures. LaPrade said Mitchell's background at Yeaton Associates, which specialized in heating, ventilation, and air conditioning design and balancing, among other things, helped him out for the photo shoot. Up to his waist in snow and heeding instructions from a designer in Kansas City on what types of photos John Deere wanted, Mitchell snapped shot after shot of the locomotive, taking a couple of hundred photos, which also included detailed pictures and close-ups of the working parts of the locomotive. LaPrade said the writer for John Deere, who was in Moline, Ill. and did not come out to see the Cog, noted that Mitchell's photos were the most complete pictures they had received for any of their technical articles. "He really came through for us, no doubt about it," said LaPrade.

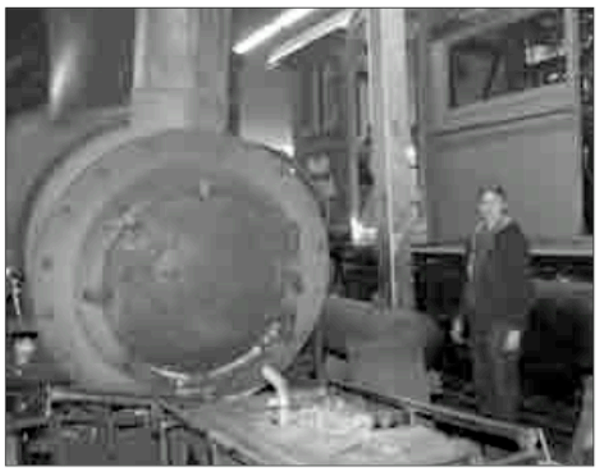
Mitchell said he has always dabbled in photography little bit, but increased his time with the hobby as a senior at Littleton High School. There he took an independent study in photography, even taking part in a science class for seniors who needed a science course to graduate. He taught a mini class on photography to his classmates. He said he very often took family portraits and wedding photos, but when he saw his job with Yeaton ending, he decided to make his hobby his career. He has always wanted to make photography his fulltime job. Mitchell took several classes at Lebanon College in Lebanon, earning an Associate's Degree and has attended the New England Institute of Professional Photography's one-week class on Cape Cod in Massachusetts. From there he moved to the second floor of his current studio and was allowed to display his photos in the window on the first floor. After someone else rented the space and he had to remove the photos, he said people asked him if he shut down. It was then Mitchell decided the first floor would be a "good spot with high visibility" to open his studio and show the masses he was still in business. Mitchell officially opened in January 2000 and has done a number of wedding portraits, senior photos, family photos, commercial shots and some landscapes. One of his clients included a royal family from the Orient that tracked him down via the Internet on their vacation over this way and wanted photos taken of them in the area on their trip. "I never really knew who they were, security really kept me at arm's length," said Mitchell. He has also done commercial work for Norton Pike when they were in business and took head shots for a family in a different part of the state who all ended up working for Disney in Florida. He also did wedding photos for an unnamed senator who was married in Franconia. Mitchell will not disclose the name and was never sure how the senator tracked him down, but was happy to oblige. For now, Mitchell said he "presently doesn't have any irons in the fire," in terms of gigs lined up, noted this time of year is the in- between season. Who knows when something could come up for Mitchell, who said di-



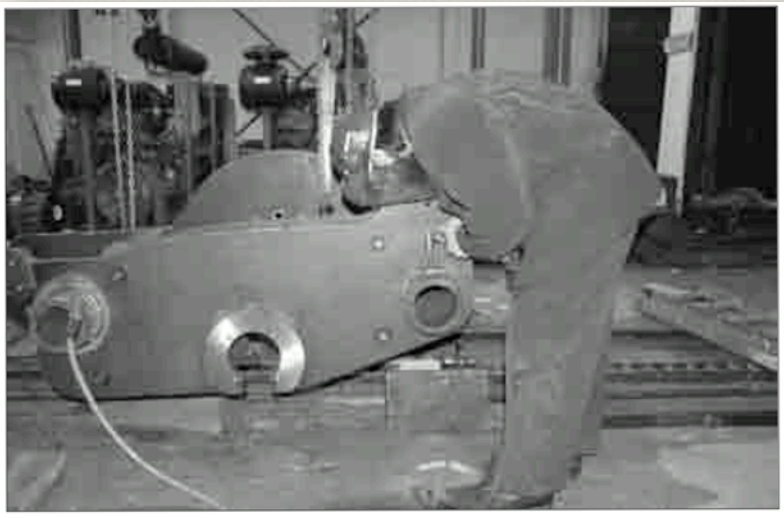
PHOTOS BY GEORGE MITCHELL
It was photos of the Cog Railway's fist diesel locomotive like these that earned Littleton photographer George Mitchell the visual spotlight in volume 3 of the 2008 edition of Power Source, a publication of John Deere Power Systems.



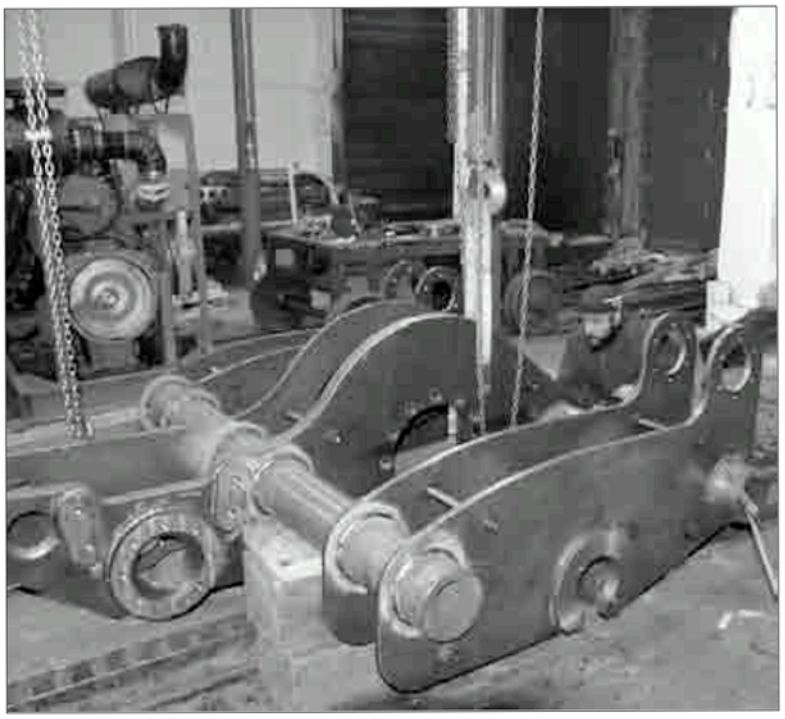
EDITH TUCKER/COÖS COUNTY DEMOCRAT
Fireman/carpenter Joe Pychevicz, of Groveton, measures twice before he cuts once as he works on refurbishing the old passenger coach that is being readied for this summer's tourist season.



EDITH TUCKER/COÖS COUNTY DEMOCRAT
Cog employee Bobby Trask, of Laconia, stands in one of the Cog Railway's shops between the old and the new—the "Ammonoosuc," a coal-fired steam engine, left, and the made-from-scratch diesel locomotive, "Wajo Nanatasis," outfitted with a John Deere engine, which went into service in the summer of 2008.



Edith Tucker/Coös County Democrat
Keith Farias, of Jefferson, works in one of the Mount Washington's Cog Railway shops, welding a part onto the truck onto which, ultimately, a Cog gear will be attached so that the locomotive can safely climb up the steep grades to the summit. The truck is being held in place not only by wood chocks but also by the hook and chains that hang from the new recently installed five-ton overhead crane and hoist. Both John Deere diesel engines can be seen in the background.



Edith Tucker/Coös County Democrat
Keith Farias, of Jefferson, eyeballs the truck on which he is working in one of the Cog's shops at the foot of the world-famous railway.

rect mail and word-of-mouth have been his best sources of advertising. For him, it seems to be about who you know and keep in touch with. "It's not often you can turn your hobby into a living, but he's done it I think," said LaPrade." *- Littleton Courier – Wed, Jan 28, 2009 pg.A11*

March 12th

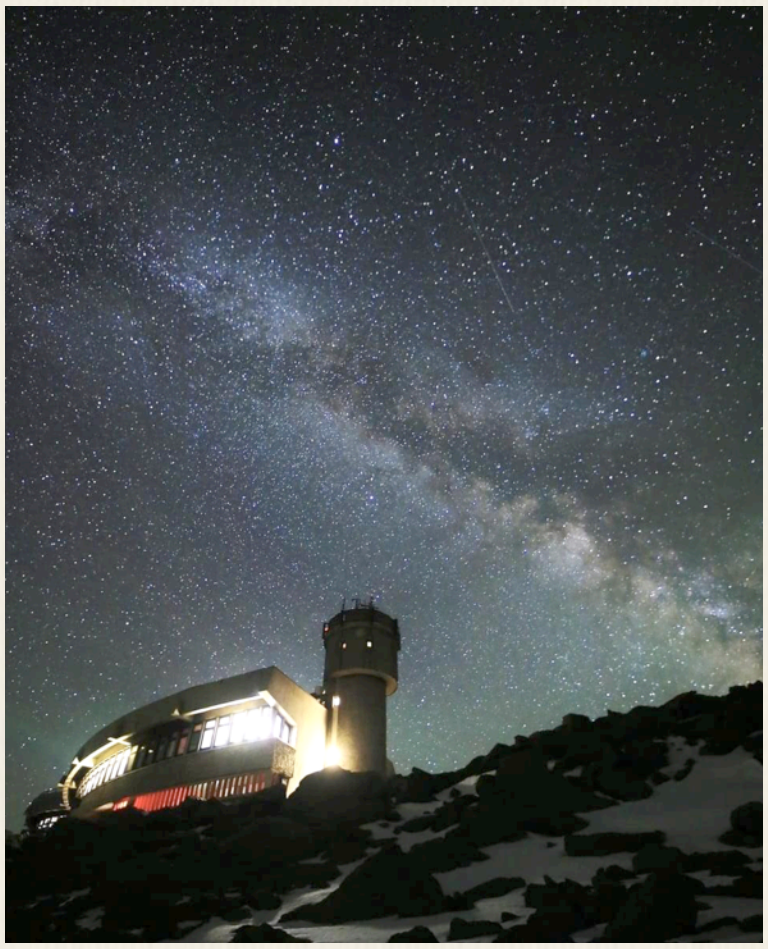
Building Two More: "Two more diesel locomotives are being built from scratch this winter in the out-of-view shops of the Mount Washington Cog Railway, downslope from the Marshfield Base Station. Although slightly modified to weigh less, these two new locomotives will be nearly identical to the prototype that was dedicated by Gov. John Lynch and his wife, Dr. Susan Lynch, Sept. 6, 2008. Chief engineer Al LaPrade, of Jefferson, designed all three of these locomotives. Two new bright green 12.5-liter six-cylinder 600- horsepower John Deere engines have already been delivered and are ready for installation. Skilled workers *(right & previous page)* are fabricating metal parts and welding them onto undercarriage trucks as well as constructing the frame on the locomotives. Regular winter maintenance work is also going forward and a passenger coach is being completely refurbished. Each of the two locomotives represents an investment of approximately $600,000, according to general manager Charlie Kenison. In order to build these new locomotives more efficiently, the Cog's owners— the Bedor and Presby families, of Littleton—have invested in a one-piece 10- ton crane outfitted with two bridges that allow work to be done at two stations— each with a five-ton capacity. The steel for the project was fabricated at Isaacson Steel, of Berlin, and some machining was done at Alpine Machine, also of Berlin. "They're our partners in the project," Kenison explained. If all goes as scheduled, the two new locomotives will be hauling passengers up the Cog tracks to the 6,228-foot summit of Mt. Washington over the busy three-day July 4 weekend. Far speedier than the traditional coal-burning steam engines that take 45 to 75 minutes to climb the mountain, the new locomotives, which meet today's air quality standards, can make the scenic trip in slightly more than 35 minutes. And, in contrast to a ton of coal and a thousand gallons of water, the Deere diesel burns only 18 gallons of fuel that includes some "green" bio-fuel mixed in."

- Coös County Democrat via Littleton Courier – Wed, Mar 11, 2009 pg A7

April 6th

Mt. Washington Commission ***Master Plan Subcommittee***

Observatory Surcharge: "A new era of cooperation among Mount Washington summit stakeholders appears to be dawning. Mount Washington Observatory (MWO) executive director Scot Henley told members of the 10-Year Planning subcommittee of the Mount Washington Commission April 6, that he has been working collaboratively with Wayne Presby, co-owner of the Cog Railway, and Howie Wemyss, general manager of the Auto Road. The trio have agreed in principle to a program under which those who buy a ticket to ride up to the summit in either of the world-class attractions—the Cog Railway or the Auto Road—would pay a small surcharge—likely 50 cents the first year, and $1 thereafter— to the regular price of their ticket to help support the MWO. Under a proposal that is still in the serious discussion stage, the first $60,000 raised under this innovative proposal would help the MWO pay its lease fee to the Mt. Washington State Park for the space it uses in the Sherman Adams Building. In return, the MWO would throw open the doors to its ground-floor museum to all



Sherman Adams Building at night (2021).
- Mt. Washington Observatory photo

train- and auto-ticket holders. Once $60,000 was in hand, the surcharge monies would then be split with half going to pay for MWO projects, such as upgrading museum exhibits, and half going into a dedicated fund to undertake major projects, such as cleaning up the summit. "We've thought of this as a 'win-win' proposition all around," Henley told other subcommittee members. "We're all better off with a healthy state park, whose bottom line is in the black." The MWO is also in the throes of working out new lease arrangements with the state. Henley noted, however, that talks with Commissioner George Bald of the Department of Resources and Economic Development (DRED) and other Concord-based state officials had opened up more contentious areas than he had anticipated. A number of questions that have come up are now being addressed in the state Attorney General's Office. (The state Division of Parks and Recreation is under DRED's umbrella.) Henley pointed out that it appears that the amount of very favorable publicity that has been generated in the last year or two for the Park and summit by the MWO being featured on *Good Morning America*, *Time* magazine, *National Geographic* and other first-class news outlets has not, somehow, really "resonated in Concord." He explained, "We assume that everyone knows that a rising tide lifts all ships." Under the proposal to generate new funds for big projects, hiker donation boxes would also be placed in the Sherman Adams Building in an effort to tap into the enthusiasm of those who arrive on foot. Sub-committee members also agreed they need to get a far better handle on exactly how the enabling legislation that established the Mount Washington Commission has been used, interpreted, and evolved in years past. "I think the Mount Washington Commission has abdicated its powers over the years," said sub-committee chairman Guy Gosselin, adding that it is still not clear whether a distinction could be made under current legislation between monies directed toward paying for day-to- day operating expenses and funds, including grant monies, being designated for big long-range projects. Subcommittee members have unanimously agreed that the highest action priority atop Mount Washington is to clean up the summit. Unused, abandoned, and outmoded equipment and even buildings must be cleaned up and appropriate measures taken to keep the property looking like the state's premier tourist attraction that draws people to its alpine environment from all over the world, committee members said at the meeting held in the Androscoggin Ranger District headquarters on Route 16. The Observatory's tower is pitted and crumbling, and the harsh summit conditions take a toll on every exposed surface. Subcommittee members are seeking to come up with ways to increase the revenue stream that could be spent on big projects, such as the summit cleanup as well as alleviating some of the crowded conditions in the Sherman Adams Building, especially its toilet facilities and ever-expanding gift shop. Members also agreed that, possibly with a consultant's help, they need to come up with a unified message that would serve to make visitors' summit experience more enjoyable and more meaningful. Other stakeholders on hand for the two-hour sub- committee meeting included state park manager Mike Pelchat of DRED, Dave Neely of the U.S. Forest Service, and deputy director Walter Graff of the Appalachian Mountain Club. Two men from WHOM-WBLM-Citadel Broadcasting Corporation— Tim Moore and



- Mount Washington Auto Road photo

Mike Sambrook, of Portland, Maine—were tied in through a telephone conference call line. Citadel is the state's largest electric power customer on the summit. The next meeting of the Mount Washington Commission is at 10 a.m. Friday, May 15, at the base lodge building of the Mt. Washington Auto Road. A subcommittee meeting will likely be scheduled before then."

- http://www.nhstateparks.org/uploads/pdf/MWC-MPSmeetingSummary040609.pdf & Coös County Democrat via Littleton Courier – Wed, Apr 15, 2009 pg. A2 & A11

May 1st

Cog opens according to Wayne Presby report to Mt Washington Commission: "The new engines will be online on June 15 with service by July; the steam engine will be used only once a day. The Cog will continue its cleanup efforts along the railway. Beginning July, they will offer extended service, where visitors can stay at the summit for one hour." *- Minutes of 5/15/2009*

Diesel Locomotive #2 - *Algonquin* is ***built***

Diesel Locomotive #3 - *Abenaki* is ***built***





May

Great Spirit as Tourist Attraction?: Countryman Press in Woodstock, Vermont releases a tourist guide to the "spookiest sites in the Northeast" by Connecticut native C. J. Fusco. He "spent much of his youth investigating many of New England's purported haunted locales. Fusco included Mt. Washington based on Chester, Vermont author, Joe Citro's 1996 book *Passing Strange*. "Mount Washington was known as Agiocochook" to the Native Americans of northern New Hampshire writes Fusco, "which translates to 'Home of the Great Spirit.' Perhaps it shouldn't be surprising, then, that Mount Washington is thought by many to be the abode of a mysterious force that has come to be known as 'the Presence.' What the Presence might be is hard to put into words It does ghostly things like knock on doors, project voices from unseen mouths, tramp footfalls from unseen feet, and rearrange objects in the Mount Washington Observatory. Apparently, witnesses have even seen solid objects suspended in midair right in front of their eyes. Some who have encountered the mysterious being claim that it looks like an earthbound cloud but doesn't move the way a cloud would. Yet the Presence isn't thought to be anything living or even anything made of physical matter. It just is. Citro posits that 'different people experience [the Presence] in different ways, so everyone has their pet theories to explain it.' Some witnesses insist that the Presence is a benign (if a bit mischievous) spirit, yet others maintain that the Presence might be to blame for any number of Mount Washington's many mishaps - since 1888, an average of two people a year have died on New Hampshires highest mountain. Some even believe that the Presence was the cause for 1967's Skyline Switch railway accident." *(Editor's note: Jitney Jr. played soccer in high school with Joe Citro's younger brother, Rod.)*

2009 Cog Ticket Prices

Age	
Adult 13-64	$59
Child (4-12)	$39
Child 3 & under	Free on adult's lap
Senior 65+	$54

May 15th

Mt Washington Commission Meeting

- http://www.nhstateparks.org/uploads/pdf/MWC051509.pdf

May 26th

Mt. Washington Commission ***Master Plan Subcommittee***

- *http://www.nhstateparks.org/uploads/pdf/MWC-MPSmeetingSummary052609.pdf*

June 17th

Presby "Can Do": Turning around two faltering New Hampshire tourism icons-the Mount Washington Cog Railroad and then the Mount Washington Hotel, into world class destinations took more Yankee ingenuity than Gilded Age swagger. Now, three years after selling the grand resort for over $85 million, Wayne Presby plans to put his contrarian common sense to work building one of New England's largest biodiesel plants in his native North Country. Biodiesel is a nontoxic renewable fuel made from vegetable oils and animal fats. Currently the biodiesel market is bogged down by low oil prices, a heavy reliance on a costly feedstock and restrictive European trade duties. White Mountain Biodiesel will begin operating this summer. The plant will produce as much as 5.5 million gallons of biodiesel from its $1.7 million plant in North Haverhill's business park. Presby's winning formula can be summed up with: keep a tight wallet, open mind and don't follow the so-called experts. Presby, who still owns and serves as President of the Cog Railroad, was spurred into the biodiesel business after years of trying to find a better way to power the 140-year-old mountain climbing passenger railroad. The locomotives, which were steam powered by burning coal, were inefficient and unreliable. The problem had plagued the Cog since the 1930s, when the Boston and Maine Railroad attempted to convert the operation to oil. By the 1970s, an ambitious young Cog manager was so committed to the idea of conversion that he spent his own money constructing an engine. His progress was thwarted by the Cog's nostalgic owner, who was so enamored with the old coal fired steam system that she ordered all the custom-made parts destroyed. The idea lay dormant until Presby and co-owner Joel Bedor purchased the railroad in 1983. The constant problem was creating consistent, even heat. The breakthrough came when the paradigm shifted away from trying to use oil fired steam to building diesel motor powered locomotives. Presby even contemplated purchasing a Swiss made diesel locomotive until he learned it would cost over $2 million and still there was a plethora of challenges between Swiss regulations and Cog's needs. It became clear that if the Cog was going to be converted, it would have been done internally by people who knew the railroad and the terrain. Then serendipitously two men were drawn into the project. Presby convinced Nigel Day, who had successfully built an oil-fired burner in England, to come to New Hampshire for two years and help him build an oil burning engine, but he still needed to cre-



Madore's Angle: *"Not many people come up here..... Here's a photo of MW9 "Waumbek" taking Coach 1 up Long Trestle under a changeable sky back in June of 2009. This would have been just a couple of weeks before the end of hourly steam service on the mountain. Not a whole lot of people brave the hike (up or down) to photograph trains at this location. On this day, my colleague Dennis Livesey and I rode the very first train of the day to the summit, powered by the only operational diesel hydraulic at the time, M1. We then spent the day hiking, taking some very memorable photos of one of the last days of all-steam operation. Three steamers were in operation this day, including the 2, the 9 (pictured here) and the 4, which carried the cab and tender from the retired #8. The latter lash-up was sometimes jokingly referred to as the "48." Notable landmarks in this photo include the Waumbek Tank (upper left) and the passing loop around it. Another interesting catch is the greenish object next to the coach, which I believe the crews call "Frog Rock", because it has been decorated to look like a frog." David Huber: "A unique view seldom seen by many. I was first to paint Frog rock which was a landmark for brakeman and crews when descending the mountain. I think it was 1977, my brakeman was having a hard time identifying when to ease off on the brakes to keep our speed constant with the change of grade" (2009)*

- Kevin Mardore photo

ate a locomotive with the endurance and dependability to deal with the unique conditions that Mount Washington is famous for. That job went to Al LaPrade, who was hired eight years earlier when Presby asked him if he liked working with mechanical things. Unbeknownst to anyone at the Cog, LaPrade was a mechanical engineer, who took an early retirement from the Portsmouth Naval Shipyard to hike the Appalachian Trail and ended up staying in the North Country. He said he'd "had enough" with large bureaucracies and "enjoyed skiing in the win- ter and being a brake-man in the summer." Slowly over the years, he was drawn into the design process, which was led by, as he said, a "talented crew of generalists" who encouraged participation. As the focus turned to converting the operation from steam to oil, he emerged as the lead designer for the new locomotives, which were completed last year. LaPrade credited Presby for creating an environment that is "open to any new ideas" and "having an innate sense of mechanical things."

Presby is guided by this "can do" philosophy to build his new biodiesel plant, and that, he said, will make his company successful when the market changes. He has refused to turn over the design and construction over to industry experts. "You pay a lot for their expertise and technology," he said. "A plant just completed in (the European country of) Latvia cost $110 million to build and had a capacity of 30 million gallons per year. This equates to a cost of $18 million for a plant our size." Typically, the construction of a biodiesel plant runs around $10 million. Presby's plant will cost as low as $1.6 million. The key is to "design, build and operate our plant, and develop our own proprietary technology." Where possible they did the construction themselves and purchased used equipment, including the large holding tanks. He's also benefited from a slumping construction market and lower building material costs. The key is stay in control, he insisted. "There is tons of capital available for these plants," Presby added, it is vital to have the discipline to "just say no" and not becoming over leveraged. As with the Cog and Mountain Washington Hotel, Presby has attracted an eclectic group of partners and employees. He credits one of his partners, Bob Kuhsel, for encouraging the idea for many years. Both he and Presby were college roommates and graduated from Franklin Pierce University in 1979. Kuhsel, a former industrial arts teacher, has run several businesses and is knowledgeable about construction, marketing, distribution and sales. He has also tapped local talent with Bruce Lamarre, a Piermont chemical engineer. He has led the design of the plant and will oversee the day-to-day operations. Initially, Presby expects to hire 12 employees working two shifts to produce three million gallons of biodiesel, and in two years he hopes to ramp up production to five mil- lion gallons and employ 20 people. The supply of feed-stock will come primarily from yellow grease, but Presby is also developing a consortium of local farmers to supply vegetables, whose oils could be converted to feedstock and then biodiesel. Presby is entering the biodiesel market during a time when many are shutting down. High oil prices spurred investment into the biodiesel industry, but now that crude oil prices have plummeted by nearly one-half, the industry is reeling and unable to compete. Further, the cost of soybeans, which is the primary feed stock for most biodiesel plants, has proven to be unreliable thus creating pressure on producers to find new raw or waste materials, the most popular being vegetable cooking oil, called "yellow grease." Adding to the industries problems, European markets have become more costly to tap because of duties imposed on imports of U.S. biodiesel.

Peter Rudd, the General Manager of Salem-based Atlantic Biodiesel, the region's largest physicality, said, "the volatility (of the market) has been absolutely brutal." They have been operating for 14 months, but had to close to retool their plant to able process multi-feed stock, rather than just soybeans. Atlantic resumed production five weeks ago and is producing one million gallons of biodiesel, he estimates they'll ramp it up three million gallons in a year. "The profit margins have been cut so low that it is close to the price of production," Rudd explained. Presby looks beyond the immediate turmoil and sees a long-term trend toward alternative energy. By maximizing construction costs, creating technology that is able to process various feed stock and developing efficient collection and distribution systems he's confident of long term success. Moreover, he is certain that the current crisis in the biodiesel market will change. The price of oil will go up, he said, the government will increase mandates for fuel efficiency standards and require blending, and low input, high yield feedstock options will emerge, including the use of algae. Rep. David Borden, of New Castle, Chairman of the New Hampshire Biodiesel Commission, agrees. "There is amazing potential," he said, because everyone benefits from biodiesel. "For every dollar spent on fossil fuels 10 cents stays in New Hampshire," he said, with biodiesel "virtually all of it stays here."

- Littleton Courier – Wed, Jun 17, 2009 pg. B4 & B12

July 3rd

Biodiesel is Presby's next Challenge: Turning around two faltering New Hampshire tourism icons — the Mount Washington Cog Railway and then the Mount Washington Hotel — into world-class destinations took more Yankee ingenuity than Gilded Age swagger. Now, three years after selling the grand resort for over $85 million, Wayne Presby plans to put his contrarian common sense to work building one of New England's largest biodiesel plants in his native North Country. Biodiesel is a nontoxic renewable fuel made from vegetable oils and animal fats. Presby's winning formula can be summed up this way: Keep a tight wallet, open mind and don't follow the so-called experts. Presby, who still owns and serves as president of the Cog Railway, was spurred into the biodiesel business after years of trying to find a better way to power the 140-year-old mountain-climbing passenger railroad. The locomotives, which were steam- powered by burning coal, were inefficient and unreliable, he says. The problem had plagued the Cog since the 1930s, when the Boston & Maine Railroad attempted to convert the operation to oil. The breakthrough came when the paradigm shifted away from trying to use oil-fired steam to building diesel motor-powered locomotives. Presby was guided by the same "can-do" philosophy in building his new biodiesel plant, and that, he said, will make his company successful when the market changes. He has refused to turn over the design and construction over to industry experts.

- New Hampshire Business Review - July 3, 2009

July 8th

White Mountain Regional Airport: Bi-plane scenic tours have officially been okayed to take off from Whitefield. Members of the Airport Commission voted unanimously at their June 30 meeting to approve commercial pilot Greg Westcott of Lancaster's operation of Summit Scenic Flights out of the Mount Washington Regional Airport. Westcott, who has a commercial pilot's license, purchased a classic reproduction of the 1934-style WACO YMF5 biplane, built in 1991 by the Weaver Aircraft Company. A by-reservation- only ticket costs a total of $220 for two passengers, with half-hour open-cockpit rides around the cone of Mt. Washington or down through Franconia Notch. Westcott said he had already sold a dozen rides and another dozen gift certificates. Volunteer manager Bruce Hutchings, of Lancaster, said that because of the nation's economic malaise, gross receipts at the airport are down 15 percent but that activity is picking up for the summer season. A musician is flying in from Michigan to attend a French horn camp, for example, and a consultant to the Mt. Washington Cog Railway had flown in from North Carolina. Some Commission members volunteered to repair the airport's windsock, and state- owned crack-sealing equipment will be used to seal up some minor pavement cracks.

- Coös County Democrat via Littleton Courier – Wed, Jul 8, 2009 pg. A6

July 27th-28th

Boiler Inspection: - State boiler inspector Wayne Brigham started his 2009 round of inspections by watching the No. 6 undergo pressure testing. He found "conditions satisfactory" and issued an operating certificate. The next day No. 9, which was now coal fired, also had a successful hydrostatic test and received its certificate. The No. 3 *Agiocook* passed the pressure test, but had several staybolts on the right side in the water leg area (viewed from the cab) that were heavily corroded. These staybolts would have to be replaced to get a certificate.



PHOTO BY LORNA COLQUHOUN
The Waumbek makes an approach from the summit of Mount Washington back to the Cog Railway's Marshfield Station last weekend.



September 1st

USDA conducting ***aerial photography survey of Coös County***, New Hampshire overflies Fabyan/Base/Summit area. Base Station *(above)*

September 12th

National Legion Commander Rides: "For the first time in recent memory, the national commander of the American Legion made a visit to the North Country. This past Saturday (9/12), after making a trip up Mount Washington on the Cog Railway, National Commander Clarence Hill, of Jacksonville, Fla., had supper at Post 68 Legion Hall on St. Johnsbury Road where he received a number of gifts from Post Commander Jim Krajniak, of Woodsville. Around 60 legionnaires and their families attended the event to share camaraderie and concerns with Hill, who was just elected to the post two weeks ago at the Legion's annual convention in Louisville, Ky. The term is for one year and can only be held once. The Legion is a veterans' organization made up of 2.5 million members. A fraternal organization, it is also a lobbying organization on behalf of veteran issues. Hill, who is touring all 50 states as part of his job as commander, spoke to the veterans about some of the issues the Legion is dealing with that are important to them.

- Littleton Courier – Wed, Sep 16, 2009 pg. A1

September 18th

Mt Washington Commission Meeting: "Mr. Presby reports that August was flat. The Cog continues to improve fuel efficiencies with the use of biodiesel and steam engines. New equipment is being used for trackside cleanup. Riders now have one hour between trains in which to enjoy the summit. The Cog plans to operate until November 30." - *http://www.nhstateparks.org/uploads/pdf/MWC091809.pdf*

Summer Projects Wrapping Up: "The 6,288-foot summit of Mount Washington is a beehive of construction activity as contractors and workers race to finish as much work as possible before snow regularly flies. At their meeting last Friday *(9/18)* in the Sherman Adams Building (SAB), members of the Mount Washington Commission heard updates from architect Tom Mansfield of the state Department of Resources and Economic Development (DRED) under whose aegis the Mount Washington State Park falls, since it is in the state Division of Parks and Recreation. Mansfield reported the state had reached a financial settlement with Cianbro Corporation on a terminated contract under Phase III of the summit electrification project, freeing up nearly $400,000. Contractor Dennis Tupick, of White Mountain Communication of Randolph, who had previously installed the underground transmission line alongside the Cog Railway, won the contracts for both installing the sewage treatment plant (STP) and permanently enclosing the SAB entrance canopy to house two backup generators. Ray's Electric, of Berlin, which won the final wiring work contract with a low bid of $86,627, will begin work this week. Ray's anticipates that the project will take a month to finish, depending on the weather. Because radio station WHOM /Citadel requested additional power, the 4,160-volt summit transmission power line has been upgraded to 12,480 volts, tripling the available power at an approximate cost of $11,000. Public Service of New Hampshire had to replace the transformer at the connection point near Cog's Marshfield Station. The new Extreme Sewage Treatment Plant (ESTP) is already operating satisfactorily and is 90 to 95 percent complete. The system is housed in a 40-foot-long by 8-foot wide highly insulated tractor-trailer that is nes-

tled into the hillside, not far from the kerosene tank farm. Built in Fairbanks, Alaska, where Lifewater Engineering designed it for year-round use at the summit, the ESTP went on-line for testing Aug. 14, reported Park Manager Mike Pelchat, of Gorham. “Initially there was an issue with the lack of ammonia converting microbes in the plants bio- reactor tank,” he said. But thanks to Gorham’s WWTP operators, a small shipment of the town’s healthy microbes was sent up to the summit and introduced into the digester tank. After examining a sample under a high-powered microscope on Sept. 17, supervisor Ken Kessler of the state Department of Environmental Services (NHDES) concluded that "there is strong evidence that the biological process is maturing.... pointing to a system coming of age". Pelchat likened taking care of a wastewater treatment plant to the task of caring for pets that must be fed and cared for. He explained that the challenge for the three park staff members on Mt. Washington who are training to become licensed DES WWTP operators is “to keep the biota happy and healthy despite large fluctuations in seasonal septic use and the extremes of weather.” He added, “There’s been a big learning curve.” The digester and membrane filter system produce effluent that is of drinking- water quality, pure enough to discharge directly onto the surface of the ground in this highly sensitive high-elevation alpine zone, noted for its small rare plants. The sludge produced by the plant can be bagged or stored in the old tanks and pumped out periodically and trucked out. The project cost rose by $110,000 from the original price of $524,000 when the U. S. Forest Service and other botanists determined that its original location could send too much effluent downslope to the world-famous Alpine Garden. The final cost for this state-of- the-art cold-weather STP, the first of its kind to be installed in the Lower 48, totaled $635,000. Since NHDES requires that sampling be done every week, the state Parks Division is considering installing a $10,000 lab in the Yankee Building so that there would be no chance that the bad winter weather for which the summit is famous, sometimes closing down the Auto Road, will not keep the NHDES- required schedule from being maintained. NHDES has also required that double-wall piping replace all the single-wall fuel lines on the summit and that other standard contain- ment measures be taken to ensure that any potential fuel leaks would not harm the high-elevation environment. Approximately 1,000 feet of trenching has been required for this fuel-line project as well as for burying the new electric and fiber optic cables that serve the complex of buildings on the summit. White Mountain Communication and M. B. Maintenance of New Boston are collaborating on this work, being done under a $172,000 amendment to the STP contract. The aesthetics on the summit have been taken into account in these projects, both architect Mansfield and park manager Pelchat pointed out. The exterior of the enclosed entrance canopy will be shingled to blend in with the SAB, and rock placement— and some displacement—is being carefully done to obscure as much as possible the hand of man. An old unused microwave tower has been partially removed and will be completely disassembled. Rocks are being placed on and around remnants of concrete foundations of no-longer-standing buildings. The Mt. Washington Cog Railway is also removing debris that has accumulated over the years on its tracks.

- Coös County Democrat via Littleton Courier – Wed, Sep 23, 2009 pg. A5 & A12

October 21st

Mt Washington Commission ***Public Meeting:***

http://www.nhstateparks.org/uploads/pdf/MWC-PublicMeeting10-21-09.pdf

December 5th

“Stacking” & Bailing Evergreens: “Most people are fussy,” said Miles Finnegan as he pauses before bailing yet another customer’s Christmas tree in a light protective netting. “They want perfect trees.” In this day and age, they get them. Christmas tree farms, like Finnegan’s Fine Firs in Bethlehem, spend about seven years sculpting a tree before it reaches its prized shape and fullness. After 42 years in the Christmas tree business, he’s seen a lot, but on Saturday (12/5) afternoon he had a rare request: a customer in pursuit of a homely tree. Finnegan checked his “pathetic pile” and found one that fit the bill. “It was a Charlie Brown and some,” he said in reference to the famous Peanut’s character’s ugly Christmas tree. The purchaser was pleased and promised to not only make it look beautiful but send Finnegan a photograph to prove it. A short distance away from the Rocks is Finnegan’s operation, which is consider- ably smaller and homier. Myles Finnegan’s wife, Carol, a former school principal, and his son, Miles, who soon will be taking over the management of the family operation, work with two employees to care for the customers, make wreaths and tend to the gift shop. They have around 10,000 trees and annually harvest about 10 percent. The tree prices range from $3 to $130. A talented tinker, Finnegan’s handwork is everywhere, including a converted chicken coop, which houses the wreath making operation, and an authentic looking outhouse, which hides a modern port- a-potty. His most noticeable contraption is his home-made tree bailer, which included salvaged material from among other things, support rods that



- MJ Klein photo / We BlogThe World (2010)

held a radiator from a 1946 Chevy truck, an angle iron from an electrical tower and smokestack from an old Cog Railway locomotive. A retired employee of the U.S. Forest Service, Finnegan got his first job planting trees when he was 14-years-old. "I got $4 a tree," he said, "I was on top of the world." Melissa Sheehan, of Bethlehem, and her immediate and extended family make an annual holiday trip to Finnegan's. "It's cozy," she said, "I like to support a local place."

- Littleton Courier – Wed, Dec 9, 2009 pg A1 & A17

December 5th

A "Grand" Rebranding Campaign: "If Coös County's "grand resorts, grand adventures" branding campaign lives up to its promise to attract more tourists to the county's three grand hotels will those visitors leave money in the beleaguered communities of the state's poorest county or will they spend it in the more popular tourist and shopping towns of Littleton, Lincoln and North Conway? Two of the grand hotels—the Mount Washington Resort in Bretton Woods and the Mountain View Grand in Whitefield are located near the southern border of the county and closer to the established tourist, retail regions to the south. Key officials see at least initially that any increase in activity at the grand resorts will help the areas to the south. The battle is over day trips, Joel Bourassa, president of the Lincoln Woodstock Chamber of Commerce, said, tourists will stay at one lodging location, but venture out to dine, shop and recreate. Samantha Kenney, the Coös County Brand Manager, argued that "people will go all over" and "we need to show what we have." The key is how far and which direction will they go. Wayne Presby, of Littleton, who previously was an owner of the Mount Washington Resort said, guests at the Mount Washington rarely traveled more than 30 miles away from the hotel, and usually that is south to North Conway, Lincoln or Littleton. Presby, who is also a lead partner in the Mount Washington Cog Railroad, one of the county's grand adventures, said "that's why the Cog has done so well—its proximity." Dick Hamilton, of Littleton, a retired tourism leader and North Country native, sees another threat. The branding campaign may draw tourists to the grand hotels he said, but most will stay right there. The grand hotels are "like cruise ships on land." Presby agreed. "The resort's focus is to keep the money within the walls," he said. "Once you get them there, you want to keep them there." Brien Ward, of Littleton, a longtime economic development leader, thinks it will help Littleton specifically but the branding campaign could be a rising tide that lifts every- one. "Any good economic news within 50-70 miles (of Littleton) is helpful," he said. "Tourists want a broad set of experiences," he added, they're not going to spend a week walking up and down Littleton's Main Street. Beyond the personalities, the heart of the debate is the basic identity of the region and its people, who are decidedly not feeling too grand these days as the harsh economy destroys jobs, businesses and optimism. Moreover, it is an opportunity to return to the historical divide between the competing visions of the region as either a Gilded Age summer enclave or a hard- scrabble mill town. Each community in the county



Engineer Phil Beroney at the throttle - fireman Paul Forbes keeping steam up (2009)
- William R. Drotar, Jr. photo /Paul Forbes Collection

will be asked to change the region's name from Great North Woods to Grand North, it will be the third name the region has had in a dozen years."

- Littleton Courier – Wed, Dec 16, 2009 pg. A1 & A8



2010

January 1st

Mt Washington Commission ***Draft Ten Year plan***

http://www.nhstateparks.org/uploads/pdf/MWC-TenYearPlan-010110.pdf



ART MCGRATH/THE COURIER

Citizen of the Year Joel Bedor, chosen partly for his work on saving and reopening the Littleton Opera House, speaks after being chosen for the honor Friday night.

June 8th

Littleton Citizen of the Year: "Joel Bedor, who worked tirelessly to help save the Opera House, was named the Littleton Area Chamber of Commerce's Citizen of the Year at last Friday's annual dinner at the Mount Washington Hotel. Steve Kelley, who nominated Bedor, said he was instrumental in getting the Littleton Opera House restored and open again. He recounted the events that led to its closing in 2005 for safety code violations and the various votes held since then to try and get money to restore the building and put town services back in there. There was a successful vote in 2008 authorizing the restoration of the building. When the vote failed in 2006 it was "the grand old lady's darkest hour," as Kelley called the historic structure. Though the vote failed to get the needed 60 percent for a bond, it did get 57 percent, which in any other election would be considered a landslide, Bedor said. This showed there was support for the building, Kelley said. Bedor and a group of citizens got together to form a committee to restore the building. For a time, the outlook for its future was not good but now anyone driving or walking up Main Street can see the difference, he said. Bedor said he didn't believe he deserved the honor, that there were a number of other people responsible for saving the Opera House. Also, no one should be resting on their laurels, there is still a lot of work to do, he said. "If you have funds there are lots of organizations in the area that need your help," Bedor said. "All of them need your support." He thanked his father, Bill Bedor, who served more than 20 years as the town's superintendent of Public Works, and set an excellent example for him. "They're good steps to follow in. Thanks, dad," Bedor said to his father, who was at a table in the back of the room. Kelley noted in his introduction that Bedor came from a modest background, graduating from Littleton High School in 1965 before going to Plymouth State College and founding his own accounting firm, then going on to own the Cog Railway and the Mount Washington Hotel. Bedor is also active in Habitat for Humanity, Kelley noted.

- Littleton Courier – Wed, Jan 13, 2010 pg. A11 w/ pic

January 15th

Mt Washington Commission Meeting

- http://www.nhstateparks.org/uploads/pdf/MWCminutes011510.pdf

January 22nd

A Mt. Washington Commission Sunset?: The future existence of the Mount Washington Commission is in jeopardy, and its members are prepared to vigorously lobby for its survival. The eight Commission members on hand voted unanimously at last Friday *(1/22)* morning's meeting to take a proactive role in lobbying to keep the Commission alive and functioning, ready to give detailed advice to the state on how best to operate and manage the state-owned Mount Washington State Park atop the 6,288-foot summit. The Commission's future is threatened as a result of action mandated by the 2009 omnibus budget bill, HB2. The bill repealed the legislation establishing all non-regulatory boards, commissions, councils, advisory commit- tees, and task forces, this on the basis that staffing and meeting with so many volunteers incurs substantial cost in covering state employee's salaries, travel, and travel time. If any non- regulatory boards are to be retained, HB2 requires that positive legislature action be taken. The Legislative Administration Committee, chaired by Rep. Laurie Harding, of Lebanon, placed the Mount Washington Commission on HB 1690's "nix list" which includes going-out- of-business mop—up language for those non-regulatory committees being eliminated. Committee members including Rep. Neil Kurk, of Weare, and Rep. Ann- Marie Irwin, of Peterborough, plus Sen. Michael Downing, of Salem, and Berlin native Sen. Jacalyn Cilley, of Barrington decided which boards should remain on the "kill list" and which should be revived to continue, from answers given to the questions they submitted to state De-

partment heads who had regularly worked with them. At the meeting, Parks and Recreation Director Ted Austin said he answered "yes" to the question: "Has the Commission met its original objective?" The 11-member Mount Washington Commission was established in 1969; its duties included working with the state Parks Department to prepare a master plan and help move forward with constructing a new summit building. The Sherman Adams Summit Building was completed in 1979. When asked whether the Commission's work justified the expense the state incurs in supporting it, Austin said, "Arguments could be made for both." Commissioner George Bald of the Department of Resources and Economic Development (DRED) originally recommended to Harding's Legislative Administration Committee that the Mount Washington Commission remain "sunsetted," along with the Cannon Mountain Advisory Commission. Bald reversed himself on Jan. 14, however, and wrote a letter to Harding urging that certain "valuable" committees — the Mount Washington Commission, the Cannon Mountain Advisory Committee, the Joint Promotion Program (JPP) Grant Review Committee, and the Advisory Committee on Travel & Tourism — be retained. For this to happen, HB 1690 would have to be amended by striking the names of these four advisory groups, and HB 1689 — its companion bill — amended to allow for the repeal of their collective demise. Complicating the Commission members' task is the introduction of SB 414, of which Sen. John Gallus, of Berlin, is the prime sponsor. His bill was originally designed merely to allow Citadel Broadcasting Company, the tenant that pays the largest sum of money for its telecommunications lease on the summit, to be a member of the Mount Washington Commission, replacing the Mount Washington TV, Inc., which is no longer has a presence on the mountain. It also specifies that other stakeholder-members — the Mount Washington Auto Road, the Mount Washington Observatory, and the Mount Washington Cog Railway — would retain their seats. SB 414 also calls both for a member to be appointed by the Supervisor of the White Mountain National Forest and a member to be appointed by the president of the Appalachian Mountain Club (AMC). Both would have the right to vote, rather than being an ex officio non-voting member as is now the case. The new legislation also seeks to clarify what the Commission believes to be its rightful powers and duties. Every 10 years it would be required to submit a new master plan to the governor, as it just did prior to January 1, 2010. Under the proposed law, these required 10-year plans would be subject to the governor's approval and then be submitted to the state legislature for enabling legislation. The Commission would monitor all fees being paid to the state for the use or lease of state-owned facili- ties on the summit, and then use them to fulfill its duties and for its expenses. The Commission would supervise the work done on capital improvements for Mount Washington authorized by the legislature. The Governor and Council (G & C) would only authorize spending money for final design and contract plans out of funds appropriated for that purpose at the Commission's request. And only after authorization was granted in the legislature "in a manner consistent with the 10-year master plan prepared by the commission" would G & C authorize the construction of capital improvements on the summit. Commission members, including Gallus and Rep. Paul Ingersoll, both of Berlin, voted unanimously to seek an amendment to SB 414 to include its continued existence. Although former state Rep. Martha McLeod warned that this could be viewed by Harding as unwanted interference in the domain of the Legislative Administration Committee, Ingersoll argued persuasively that going forward would ensure that the Mount Washington Commission would not be shut out. The Commission voted to authorize its chairman, attorney Paul Fitzgerald, a partner in the law firm of Westcott, Dyer, Fitzgerald, and Nichols of Laconia and Mount Washington Observatory trustee, or designee to represent it at any legislative hearings on SB 414, or on HB 1689, or its companion bill, HB 1690. Fitzgerald said that he would point out that the Commission has done yeo- man service by bringing together all stakeholders to help figure out what is in everyone's best interest, has generally helped the state as it plans and implements capital improvements, has recently served as a facilitator in resolving a couple of thorny issues, has helped increase voluntary cash donations at the summit, focuses favorable worldwide attention to the summit, and stands ready to help take the next steps in implementing its new master plan. Bald will be invited to the Commission's next meeting on May 21 at a location to be decided, giving him an opportunity to explain his reasoning behind his initial reservations about keeping the Commission alive and in force. Austin was asked to see if this is still free on his busy calendar."

- Littleton Courier – Wed, Jan 27, 2010 pg. A16

Late Winter

Grappling Flatbed Built: "Citing history, Chief Engineer Al LaPrade explained, "It's a long-time railroad practice in this country to simply leave ties and cumbersome wood by the side of the tracks as repairs are done." The job of picking up discarded railroad timbers, some of which can weigh 300 pounds, is labor intensive, typically requiring a five-man crew to lift and load splintered and broken ties onto a flatbed car. Cog co-owner



A Grappling Flatcar: Paul Forbes: *Brand new hydraulic crane car. Built at the Railway shops."* ***Stephen Brown*** *"oh sure....now youw got one...what happened to t he two chains and the back work??????" (May 31, 2010)*
- Paul Forbes photo / Mt Washington Cog Railway: We Worked There FB page

Wayne Presby found the solution in the logging industry's relatively new use of grapple loaders to harvest and transport cut timber. The swivel picking cranes with their specially designed claws for grasping long, slender yet heavy lumber seemed an ideal match for the old railway cast-offs. With his background designing weight-handling equipment for the U.S. Navy, LaPrade began in 2009 to sketch a custom flatbed car to hold a Kesla grapple loader, a Britton Stratton gas engine and Parker pump for the crane's onboard hydraulic power plant, plus a container cage for the collected rubble. In all, maximum weight was estimated at 10,000 pounds. The design challenge was "never to have the flatbed tripod on the track." The result? Six wheels instead of four to equalize suspension and six ballast bins. Construction began in late winter of 2010, and by the time the snow melted that spring, the car was finished. Debris removal then got underway. Besides broken and rotting railroad ties, stringers, braces and caps, the two-man crew of John Anthony and Joesph Pychvicz also retrieved dead brush, old telegraph line, discarded galvanized pipe from when water was piped up hill to the summit and, last summer, the last manual Skyline switch. By this past *(2012)* spring, The Cog's trackside clean-up was complete."

- "Cleaning up the Cog" - Mount Washington Railway webpage

April 21st

Traveling by Train: Columnist John Harrigan: "In a couple of recent columns about traveling across the continent by train, I've expressed amazement at the number of people who (a) are unaware that this nation still has passenger rail at all, or (b) much less that you can travel coast to coast on a train with sleeper compartments and dining and lounge cars. Well, if that's the case at the national level, what about closer to home? Do people know that New Hampshire has five passenger train operations up and running, offering everything from dinner trains to trips over some of the nation's most historic tracks to a ride to the top of New England? My decidedly informal survey says "No." Despite aggressive and thoroughly professional advertising and promotional campaigns, the railroads' stories and very existence remain unknown to a sizeable segment of the public. Tourists probably are more aware of in- state passenger rail operations than the people who live here, for whom the term "passenger train" might conjure up vague images of the Cog Railway and the steam locomotives at Clark's Trading Post so visible from Route 3, but that's it. Little do they know of dinner trains and Frankenstein's Trestle. Amazingly enough, I still bump into people who know little or nothing about the Cog Railway, even though it's one of the most famous railroads in the world. Founder



Charlie Kennison, Al LaPrade, and Ryan Mooney on the grappler work train (May 7, 2014)
- Jonathan Hall photo

Sylvester Marsh, after getting lost while hiking near the summit of Mount Washington, figured that there had to be a better way, and in 1852 began scheming on what was to be the world's first mountain-climbing cog railway. Even though on hearing his plan the members of the Legislature scoffed that he "might as well build a railway to the moon," Sylvester and his company hauled all of the necessary supplies and equipment 31 miles by oxen to the base station, and on July 3, 1869, what's always been known affectionately as just "The Cog" began operations that continue to this day. Now in its 140th year, the Cog uses vintage coal-fired steam locomotives and more recently biodiesel engines to push vintage and replica passenger coaches up the steep incline to the top of the Northeast's highest peak, where shelter, warmth and food await and where, if the gods of mist, fog, rain, wind and sun smile in unison, visitors can see the high peaks of upstate New York and the Atlantic Ocean, and everything all around and in between. If there is a "must do" attraction that both locals and visitors should experience, the Cog is it. Passengers can plant their feet and lean ridiculously low to the coach floor to compensate for the steep incline of the tracks, and the ride takes them from scrub spruce to timberline to the treeless tundra-like upper mountain that seems more like a slice of the Far North tundra than typical New England countryside." *- Littleton Courier – Wed, Apr 21, 2010 pg. C1 & C6*

May 5th

Four Chambers on the Mountain: "Four area chambers of commerce are banding together to hold an unusual after-hours event on Mount Washington. The highlight of the event will be a ride up Mount Washington on the Cog Railway. The Littleton Area Chamber of Commerce (LACC), Lin-Wood Chamber of Commerce, Franconia Notch Chamber of Commerce and the Twin Mountain Chamber of Commerce are jointly hosting an After Hours event May 18. Each chamber normally holds one of the informal "after hours" events, which allows members to meet and network with other members. Usually these events are held at the offices or businesses of various chamber members. For the last few years the local chambers have held an annual joint event in November at the Rocks in Bethlehem.

This year, according to LACC Executive Director Chad Stearns, the chambers decided to try and have a spring multi-chamber event. "The event at the Rocks has been so successful we wanted to see if a spring event would do well," Stearns said. The meeting will be held at 6 p.m. in the Cog Railway base lodge, where the famous trains leave to go up the summit. At 4 p.m. there will be complimentary rides up the mountain to Chamber members powered by one of the new biodiesel engines. Stearns said space would likely not be a problem and that additional train cars could be added if necessary. "This will be great for the Cog and chamber members," Stearns said. Many area business owners have never been up the mountain and it is an opportunity for them to learn about one of the area's most prominent features and attractions, Stearns said. Stearns, a Littleton native, has never been up Mount Washington and is looking forward to the experience and hopes other Chamber members will also."

- Littleton Courier – Wed, May 5, 2010 pg A6



PHOTO BY CHARLIE KENISON

Cog employees, Ryan Mooney, left, and Rob Maclay, practice operating the crane that was installed on a special built-from-scratch flatbed car fabricated this spring in the on-site Cog Railway shops, in the background, late last week, to allow Cog workers to start the daunting but long-planned task of removing discarded beams, ties, and other wood debris from alongside the three miles of track that run up the side of Mount Washington to the 6,288-foot summit. Employees will wear hardhats when operating the crane "for real" up on the track.

2010 Cog Ticket Prices

Age	
Adult 13-64	$62
Child (4-12)	$39
Child 3 & under	Free on adult's lap
Senior 65+	$57

2010

May 18th

After Hours Business At the Cog: "Members of four area Chambers of Commerce—Littleton, Lincoln-Woodstock, Franconia Notch Region and Twin Mountain—had perfect weather for a unique Business After Hours (BAH) outing Tuesday, May 18. Fifty-nine passengers rode in each of two Mount Washington Cog Railway passenger cars that were pushed up the three-mile track in 45 minutes to the 6,288-foot summit by two bio-diesel-powered locomotives—M-1 and M-3—in ideal bright-sky weather conditions. "There was 100-mile visibility from the top," recalled Cog general manager Charlie Kenison, who lives near the Marshfield Base Station where an additional 60 Chamber members gathered to BAH mixer to enjoy pizza and drinks. Cathy and Joel Bedor, co- owners of the Cog with Susan and Wayne Presby, rode the trains, serving as hosts for that aspect of the BAH event. Passengers spent about a half hour at the summit, and many enjoyed a visit to the Mount Washington Observatory museum. Susan and Wayne Presby hosted the pizza party, and Wayne explained some of the changes at the Cog, all designed to keep it New Hampshire's foremost attraction to globetrotting tourists. "Surprisingly, 85 percent of the members from the Littleton Area, Twin Mountain-Bretton Woods, Lincoln-Woodstock, and Franconia Chambers had never before ridden the Cog," Wayne explained in a telephone interview. "It was a good event. We were very happy that so many North County Chamber members could come and see the work that our employees have done in our on-site shops and took the opportunity to experience a ride powered by our new bio-diesel locomotives. They came away with real information." "Awesome" is how Franconia Chamber executive director Barbara Ashley described the Cog BAH. "Our hosts were spectacular in giving free rides with Joel and Cathy Bedor as exceptional tour guides. There were more made-from-scratch pizza choices than in most pizza parlors, as well as libations galore. There could be no better benefit to Chamber members than experiencing this adventure as a grand opening of the summer season, making them able to talk to visitors and guests from their own first-hand knowledge." "Bringing together these four Chambers was a first, and there was a lot of camaraderie at this Business After Hours," said Jim Covey of the Profile Deluxe Motel in Twin Mountain. "The Presbys and the Bedors could not have been better hosts, and they gave away a lot of freebies by randomly picking business cards out of a conductor's hat," he reported enthusiastically, noting that his wife, Lisa, won a conductor's hat. Using bio-diesel fuel rather than burning coal, has reduced the Cog's carbon footprint by at least 93 percent, Wayne said. Steam enthusiasts who still want to enjoy the nostalgia of riding a three- hour round-trip steam-powered train, a reservations-only Steam Special is run at 9 each morning during the Cog's regular season. A long-planned beside-the- tracks cleanup is planned, Wayne said. A built-from-scratch crane car, designed, as were the new biodiesel locomotives by mechanical engineer Al LaPrade of Jefferson, will repeatedly ply up the mountain to collect discarded beams, ties, and other pieces of wood once used on the track. A newly purchased rubber-tracked Komatsu dump truck will be used to haul these materials down below the Base Station. Some 24-foot-long beams are likely salvageable, and others will be sent to a landfill, likely in Bethlehem, he said. The Cog is also toying with the idea of opening up the shops for public tours, and discarded pieces of machinery and metal debris are being cleaned out, Wayne explained. The Cog shop workers are highly skilled and have fabricated four from-scratch biodiesel-powered locomotives in the last three years. Using a traditional bottle of Ammonoosuc River water, Gov. John Lynch and Dr. Susan Lynch dedicated the first biodiesel locomotive— "Wajo Nanatasis"—Sept. 6, 2008, opening a new era in the-then-139-year history of the world's first and best- known mountain-climbing cog railway."

- Littleton Courier – Wed, May 26, 2010 A3



ART MCGRATH/THE COURIER

Veterans of the Battle of the Bulge, the guests of honor during Monday afternoon's Memorial Day services, during the ceremony. The group, which is part of a Battle of the Bulge Veterans' association took a trip up Mount Washington on the Cog Railway later that day.

- Littleton Courier - Wed, Jun 2, 2010 pg. 1

June 9th

June Discounts: "The Mount Washington Cog Railway is now open for its 141st season and during the month of June, neighbors in New Hampshire, Maine and Vermont are invited to ride for a special rate. Residents of Belknap, Carroll, Coös and Grafton Counties, as well as those in Vermont's Essex and Caledonia Counties and Oxford County in Maine, will be able to purchase two tickets for the price of one every day in June. Proof of residency is required. Advance reservations for the special rate are strongly recommended and can be made by calling The Cog at 1-800-922-8825 or in New Hampshire at 278-5404. "This is a terrific rate for our neighbors to come back and visit us if it's been a while since their last ride to the top of Mount Washington," said Cog Railway co-owner, Wayne Presby. "For those who have never made the trip, it's a great time to plan one." In the past several years, The Cog has undergone a remarkable evolution, with the construction of four biodiesel-powered locomotives that are able to make the trip to the 6,288-foot summit of Mount Washington considerably faster than the coal-fired engines that have faithfully plied the tracks since the rail- way opened in 1869. The environmentally friendly biodiesel locomotives bring passengers to the summit much faster than the steam engines, which now allows visitors a full hour to explore the top of the highest mountain in the Northeast. A steam engine runs once daily to the summit, departing at 9 a.m. Through a partnership between the Cog and the Mount Washington Observatory, riders will receive a complimentary admission to the observatory's summit museum, as well as complimentary admission to the New Hampshire Historical Society in Concord. Passengers can also explore the Tip Top House and the summit community, made up of hikers, visitors and scientists, who congregate at the Sherman Adams building, headquarters for Mount Washington State Park. The Mount Washington Cog Railway is a National Historic Engineering Landmark. Its first locomotive, Old Peppersass, reached the summit of Mount Washington on July 3, 1869, making it the world's first mountain climbing railroad using a toothed cogwheel to engage the rack between the rails. *Old Peppersass* is on display at the Marshfield Base Station and the Cog Railway Museum is full of memorabilia about the rich history of this pioneering railroad. Admission is free to the museum.

- Littleton Courier – Wed, Jun 9, 2010 pg. B7

June 11th

Mt Washington Commission Meeting: "Mr. Presby reports that the fourth bio-diesel engine will be on line in July. They will continue with the cleanup effort along the trestle. They had a good May."

http://www.nhstateparks.org/uploads/pdf/MWCminutes061110.pdf

July 1st



Diesel Locomotive #4 - *Agiocochook (right) is built - Climbing the White Mountains of N.H. by Bruce D. Heald*

Boiler Inspection 1 & 2: Successful hydro-tests of the boilers of No. 6 *Kancamaugus* and No. 9 *Waumbek* on this day prompted N.H. boiler inspector Wayne Brigham to issue operating certificates for these engines for the season. Two weeks later, *(7/14)* Brigham found No. 2 *Ammonoosuc's* fusible plug was leaking and on the left and right side of the boiler mud leg, the bottom row 4th stay bolts towards the front were corroded. No operating certificate was awarded. After learning what repairs were needed, General Manager Charlie Kenison told Brigham that the Deuce would be "removed from the tracks and put out of service."

August 5th

Cog Railway one of six New Hampshire businesses ***chosen as*** leaders in ***eco-friendly*** in *Business N.H. Magazine's* 3rd annual Lean and Green Awards.



:Mt. Washington Cog Railway is down to one operating steam engine. Unfortunately diesels have taken over and make it uninteresting. Put to bed for the evening is No. 9 Waumbeck as a diesel prepares to take passengers to the Summit (Aug 28, 2010)
- Joe Geronimo photo / NERAIL photo archive

September 8th

Business is Good….: "Stellar summer weather put people in the mood to vacation and for attractions in New Hampshire's White Mountains, it translated into a boost in business they expect to continue into the fall season. "To say that it's been a great summer would be an under- statement," said Jayne O'Connor, president of White Mountains Attractions, which markets 16 attractions in the region. At the Mount Washington Cog Railway in Bretton Woods, business is up 25 percent over last year, according to Cathy Bedor, one of the partners. "The balance of the season, including Labor Day, is so far ahead in advance ticket sales that we have already added additional trains to the schedule," she said. On the other side of Mount Washington, Howie Wemyss, general manager of the Mount Washington Auto Road, called the summer of 2010 "one of the best sea-





COURTESY PHOTOS

New crane car

Mt. Washington Cog Railway track foreman Dave Moody operates the brand-new "crane car" built from scratch in the Cog's on-site shops during the 2009-2010 winter season. Designed by Al LaPrade, of Jefferson, it will be used to clean up discarded wood alongside the Cog tracks on which "Old Peppersass was the first cog-driven train to the summit July 3, 1869. The unique car has built-in ballast to offset the crane's lifting forces. The excavation seen just above Marshfield Station will also soon be vegetated.

- Littleton Courier - Wed, Jun 23, 2010 pg. A15

sons we've had in 10 years." He added, "If foliage season is strong we'll be very happy with 2010." Looking ahead to the fall foliage season, tourism operators are confident the summer of green will continue into an autumn of gold.

- Littleton Courier – Wed, Sep 8, 2010 pg. B1 & 16

September 15th

…Real Good: "After several tough summers, "Tourism is back," according to Wayne Presby, of Littleton, one of the partners in the Mount Washington Cog Railroad and formerly an owner of the Mount Washington Hotel, "people are vacationing." A survey of various tourist related-businesses around the region indicates that vacationers were abundant this summer, so much so that it pushed down the local unemployment numbers by as much as a third. Labor Day, the second busiest weekend of the year, was very good despite persistent hurricane warnings. State tourism officials say the holiday was better than last year with 2 percent more people who spent 5 percent more money.

- Littleton Courier – Wed, Sep 15, 2010 pg. 1

September 17th

Mt Washington Commission Meeting

- http://www.nhstateparks.org/uploads/pdf/MWCminutes091710.pdf

November 19th

Name Claim in Court *- New Hampshire Business Review* reporter Jeff Woodburn outlines a contentious two year effort by the new owners of the 102-year old Mt. Washington Hotel to secure the federal trademark rights to the names "Mount Washington" and "Bretton Woods." The CNL Financial Group's CNL Lifestyle Properties owns the historic hotel now known as the Omni Mt. Washington Resort. The catch is they have asked some "long-standing North Country businesses into forfeiting their name or meeting the real estate giant in court." The Mount Washington Valley Accommodations and Conference Center at Attitash Ski Resort in Bartlett, which has a federally trademarked name, refused to discontinue using "Mount Washington" and began the court fight in 2008. In 2009, CNL overcame the objections of two parties, including the former owner of the Mount Washington Hotel, "and quietly received a trademark for 'Bretton Woods,' a precinct within the town of Carroll." Woodburn writes the federal court dismissed former owner, John Sylvester Jr's contention that "Bretton Woods was a colonial grant, a specific geographic location, and linked to an historical event - the International Monetary Conference of 1944." Longtime tourism executive Richard Hamilton, who heads the Old Man of the Mountain memorial "called CNL's action 'a stupid move' that 'makes no sense at all" causing a rift in the North Country tourist community at time when they should be working together. "Wayne Presby, who also owns the Mount Washington Cog Railroad and previously owned the Mount Washington Resort, said there has been some confusion with the name over the years, but he believes CNL has created an unnecessary public relations problem because it's very unlikely that it will prevail. Mount Washington, he said, is 'such a common name." Woodburn closes by reporting the Mount Washington Observatory "is proceeding with concern and caution and consulting with attorneys."

- N.H. Business Review - Nov. 19, 2010

December 1st

What's in a Name?: "Up north, people live in the shadows of the White Mountains, biggest among which is Mount Washington. The mountain defines the landscape and culture, so much so that for over a hundred years businesses and organizations have used that name broadly and freely. The name adorns well- known things, like the auto road, cog railway, a mountaintop observatory and scores of other lesser-known entities like a Masonic lodge, a home-brew supply shop, mobile home park and a hockey association. But now the owner of the most prominent and powerful user of that name – the Omni Mount Washington Hotel and Resort – is engaged in a contentious king-of-the-mountain legal battle over trademarking the words, "Mount Washington," and apparently bullying a few long-standing North Country lodging businesses into forfeiting their name or meeting the real estate giant in court. At least one business, Mount Washington Valley Accommodations and Conference Center at Attitash Ski Resort in Bartlett, isn't backing down. It has been in U.S. Patent and Trademark Court for nearly two years with CNL Financial Group, a Florida- based real estate investment trust whose CNL Lifestyle Properties owns the Omni Mt. Washington Resort. Two other businesses – Mount Washington B&B and Mt. Washington Valley Inn – have reportedly received letters, but are not talking publicly about it.

They are both small businesses and likely don't have the deep pockets needed to defend themselves in a federal courtroom. While New Hampshire corporations are required to file their name with the secretary of state's office, that filing offers few protections and remedies to settle disputes. The best protection is at the federal level, at the U.S. Patent and Trademark Office. Few state corporations file federal trademarks, but in 1999, Mount Washington Valley Accommodations and Conference Center did just that. In 2008, two years after a local ownership group sold the Mt. Washington Resort, the new owners attempted to secure the names "Mount Washington" and "Bretton Woods," the physical location of the resort. CNL's application was denied because of the similarity of the Attitash-affiliated company. When Attitash Mountain Service Company President Joe Berry heard from CNL about the issue, he said he was prepared to give per- mission to register their name, but he quickly learned it wanted more than that – it wanted him to discontinue the use of Mount Washington Valley Accommodations and Conference Center. "They want our name, which is unbelievable," Berry said. According to Gary Lambert, a Nashua attorney and state senator-elect who specializes in trademark law, a trademark battle "often comes down to how much money you have," because many people can't bear the expense of a protracted legal battle. He said he often advises small-business clients to "work it out," adding that "the quick fix is to change the name and move on. It may not be good for business in the short term, but it'll save a lot of money." But that's not Berry's intention up in Bartlett. His attorney, Terry Tucker of Manchester, wrote in court filings that the Mount Washington Valley Accommodations and Conference Center and Omni Mount Washington Resort "are so different in sound and appearance and meaning that there is no likelihood of confusion." In addition, she argued, the services and channels of trade are different and the customers of each company are "highly sophisticated." She also pointed out that her client's business is located in a region known as the Mount Washington Valley. CNL's attorney Washington, D.C.-based Stephen Trattner, is asking that Mount Washington Valley Accommodations and Conference Center's trade- mark be canceled because of the Omni Mount Washington's long history. The hotel's "goods and services," he wrote, "are famous and were (established) long before the date of registration" of the Bartlett ski area. Trattner also wrote that the similar names could cause confusion and "dilution of the petitioner's" name. Up until now, the process has been bogged down by "discovery disputes," not the merits of the case, said Tucker, who added that "most cases are settled with- in one year." Last year, CNL overcame two objectors and quietly received a trademark for "Bretton Woods," a precinct within the town of Carroll. John Sylvester Jr., a former owner of the Mount Washington Hotel who still owns a parcel of land in Bretton Woods, filed an objection. In March 2009, his attorney – Terry Tucker, who also represents Attitash – wrote that Bretton Woods was a colonial grant, a specific geographic location, and linked to an historical event – the International Monetary Conference of 1944. She also noted that CNL owns just 6 percent of the Bretton Wood's total acreage. Sylvester's objection was dismissed.

'Makes no sense? Across the North Country, many small businesses use the words "Mount Washington" in their name, and while they are not being targeted and are in businesses that don't compete with the Mount Washington Hotel, they are equally upset and vocal. "That mighty mountain isn't owned by anyone," said Jo Huot, who owns Mt. Washington Valley Windows in Jefferson. According to Don Merrill, who owns Mt. Washington Homebrew in Littleton, "it's a community mountain." All of this has left many in the region upset with the new owners of the Omni Mount Washington. Richard Hamilton, a longtime tourism executive who now heads up the Old Man of the Mountain memorial, called CNL's action "a stupid move" that "makes no sense at all." He said it causes an unnecessary rift during a time they should be working together. Wayne Presby, who also owns the Mount Washington Cog Railroad and previously owned the Mount Washington Resort, said there has been some confusion with the name over the years, but he believes CNL has created an unnecessary public relations problem because it's very unlikely that it will prevail. Mount Washington, he said, is "such a common name." Others, like Scot Henley, who heads the Mount Washington Observatory atop the mountain itself, is proceeding with concern and caution and consulting with attorneys. "This is a tricky one," he said. "It's a place that means so much to so many."

- Littleton Courier – Wed, Dec 1, 2010 pg A8

2011

2011 Cog Ticket Prices

Age	3 Hour Round Trip *(May-October)*	1 Hour Round Trip *(November-December)*
Adult 13-64	$62	$33
Senior 65+	$57	
Child (4-12)	$39	$28
Child 3 & under	Free on adult's lap	
One-way tickets	$45 (all trains)	

March 25th

Presenting the Past: Reporter Karl Zimmerman returns to Mt. Washington and files a story for TRAINS Magazine: "When I first visited the Mount Washington Cog Railway in 1980, exactly 30 years before my recent visit, it was an inadvertent museum, complete in every way: steam engines, coaches, belt-driven shops, right-of-way, and switches. At that time, I could easily imagine Sylvester Marsh's "Railway to the Moon," a moniker stemming from one New Hampshire legislator's incredulity in 1858 when Marsh applied for a charter for the railway he wished to build. Six years after March built the Cog, the Swiss opened Europe's first cog railway at Mount Rigi in 1875. (Rigi operates D.C. electric trains and occasional steam power.) Marsh ran the Cog until his death in 1884, when it came under the ownership of the Concord & Montreal, which in 1876 had built the branch from Fabyan to the Base Station. In 1894, the C&M became part of the Boston & Maine. By 1931, B&M had abandoned the branch and sold it to Colonel Henry S. Teague. At his death 20 years later, the Cog passed to Dartmouth College, the Colonel's alma mater and support in times of financial trouble. General manager Arthur S. Teague, unrelated to Henry but his friend and associate, ran the railroad until 1962, when he bought it. After Arthur's death, his wife, Ellen, became owner and their son, Charles Arthur Teague, eventually took over as a hands-on president and general manager. In 1982, when I read William Least Heat Moon's *Blue Highways*, his first and best travel book, I thought of my 1980 visit to the Cog when I came to his comment about Fredericksburg, Texas: "Things live on here in the only way the past ever lives — by not dying. It wasn't a town brought back from the edge of history; rather, it was just slow getting there."

- TRAINS Magazine - Mar 25, 2011 - May 2011 Issue



The Cog Ski Train provides "Season's Greetings from the Walker Transportation group" (2011)
- Bob Meckley photo / Walker Transportation Collection / Beverly Historical Society

May 25th

Bio-diesel Fuel Tour: "Members of the Granite State Clean Cities Coalition (GSCCC) toured the cutting- edge White Mountain Biodiesel, LLC, plant on Wednesday, May 25, at 35 Business Park Road, adjacent to Dean Memorial Airport. After welcoming some 25 GSCCC members, entrepreneurial owner Wayne Presby of Littleton turned the tour of the biodiesel plant over to its manager Bruce Lamarre of Piermont, who earned his Master's degree in chemical engineering from Worcester Polytechnic Institute (WPI). Producing biodiesel — a renewable, cleaner burning diesel fuel replacement — is a fairly simple process and involves reacting vegetable oil or animal fat with an alcohol such as methanol or ethanol, according to the final report of the Commission to Study Production and Distribution of Biodiesel in New Hampshire, issued in Nov. 2007, fulfilling a legislative mandate. Commission chairman David Borden, who then served as a state representative from New Castle, was on the tour and provided useful background information. Methanol is used at the White Mountain Biodie-

sel plant. Biodiesel production has a number of pluses, including local job creation, less dependence of foreign oil, and the reduction of emissions of hydrocarbons, carbon monoxide, carbon dioxide, sulfur compounds, and particulate matter from diesel engines, furnaces and boilers. Biodiesel is often blended with petroleum diesel in various concentrations to fuel diesel vehicles and to warm homes and businesses in the winter as heating oil (bio-heat). An example of a common blend is B20, a mixture of 20 percent biodiesel and 80 percent petroleum diesel. Presby, a co-owner of the Mount Washington Cog Railway, became interested in biodiesel when he and his partners, Joel and Cathy Bedor, also of Littleton, sought to replace costly coal that emitted a plume of particulates, some of which landed on their passengers' clothing with a cleaner- burning and less costly fuel. At the moment, the plant runs eight hours a day, five days a week, but Presby and Lamarre believe that it could be ramped up to produce a million gallons a year. "Right now, White Mountain sells 5,000 gallons of biodiesel a week, but another shift will likely be added in the next year," Presby said. "Our plant is currently licensed to produce 3 million gallons per year," he said. "This will require us to operate 16 hours per day, five days per week. If we went to a 24/7 operation we have a capacity of 5.5 million gallons per year. All this said, however, I don't expect us to ever produce more than one million gallons per year at this plant." He anticipates that the plant will be a moneymaker that provides good jobs that increase national security by reducing the country's dependence on oil from the Middle East. An addition is planned that will nearly double the size of the plant, providing warehouse storage space. Having vegetable oils stored outside in the cold-winter months was not a good idea, Lamarre explained ruefully. The raw material — used vegetable oils from restaurants — costs a $1 a gallon, and after processing the value-added product sells for $3 to $3.50 a gallon, Presby said.

- Littleton Courier – Wed, Jun 8, 2011 pg. A14

June 1st

Two for One: "The Mount Washington Cog Railway is now open for its 142nd season and during the month of June, neighbors in New Hampshire, Maine and Vermont are invited to ride for a special rate. Residents of Belknap, Carroll, Coös and Grafton Counties in New Hampshire, as well as those in Vermont's Essex and Caledonia Counties and Oxford County in Maine, will be able to purchase two tickets for the price of one every day in June. Proof of residency is required. Advance reservations for the special rate are strongly recommended and can be made by calling The Cog at 1-800-922-8825 or in New Hampshire at 278-5404. In the past several years, The Cog has undergone a remarkable evolution. Four biodiesel-powered locomotives, which were constructed on site at The Cog's shop, are able to make the trip to the 6,288-foot summit of Mount Washington considerably faster than the coal-fired engines that have faithfully plied the tracks since the railway opened in 1869. Passengers can now spend a full hour exploring the top of the highest mountain in the Northeast, including the Tip Top House, and experiencing the lively summit community, made up of hikers, visitors and scientists, who congregate at the Sherman Adams building, headquarters for Mount Washington State Park. A steam engine runs once daily to the summit from June 18 to Oct. 23, departing at 8:30 a.m. During the journey, passengers will hear the fascinating story of The Cog and the natural wonders of the western slopes of Mount Washington during an audio tour narrated by Fritz Wetherbee. Through a partnership between The Cog and the Mount Washington Observatory, riders will receive a complimentary admission to the Observatory's summit museum. The Mount Washington Cog Railway is a National Historic Engineering Landmark. It's first locomotive, *Old Peppersass*, reached the summit of Mount Washington on July 3, 1869, making it the world's first mountain climbing railroad using a toothed cogwheel to engage the rack between the rails. *Old Peppersass* is on display at the Marshfield Base Station and The Cog Railway Museum is full of memorabilia about the rich history of this pioneering railroad. Admission is free to the museum.

- Littleton Courier – Wed, Jun 1, 2011 pg. A5

THE MOUNT WASHINGTON COG RAILWAY IS SEEKING APPLICANTS FOR THE FOLLOWING FULL TIME POSITIONS:

COOKS • BRAKEMEN • CASHIERS

THE MOUNT WASHINGTON COG RAILWAY

Please apply in person or online at www.thecog.com

The Mount Washington Cog Railway is an equal opportunity employer and supports a smoke free and drug free environment.

- Littleton Courier - Wed, Jun 15, 2011 pg. B11

July 8th

Mt Washington Commission Meeting: "Wayne Presby discussed the development that the Cog now had four diesel engines operating and was running one coal-powered steam engine for the first run of the day on all days of operation. He also reported strong usage figures year-to-date."

- *http://www.nhstateparks.org/uploads/pdf/MtWashington_Commission_DRAFT-Minutes_7-8-11.pdf*

July 13th

The Season So Far: "Summer tourism season is off to a strong start. Tourist-related business owners say visitors are coming and are guardedly spending money. All business people surveyed reported a busy Independence Day week- end, which is considered the official start of summer vacation season. Still; weather, gas prices and other economic factors remain concerns. "Optimism reins," said Joel Bourassa, General Manager of the Lincoln- based Inn Season Resort, and President of the Local Chamber of Commerce, as long as it doesn't "rain," he quickly added. He, like other tourism leaders, says visitors are drawn to value and increasingly out-door natural attractions. The iconic Mount Washington Cog Railway is experiencing a good season too. Wayne Presby, one of the owners, reported their business is up 10-11 percent over the previous year. He credits "more capacity and consistency" from the conversion of their fourth diesel-powered locomotive to the jump in sales, but also the weather and economy. As he looks back, he said "2009 was a poor year, 2010 was average and 2011 is on track for a better year."

- Littleton Courier – Wed, Jul 13, 2011 pg. A1 & A10

July 28th

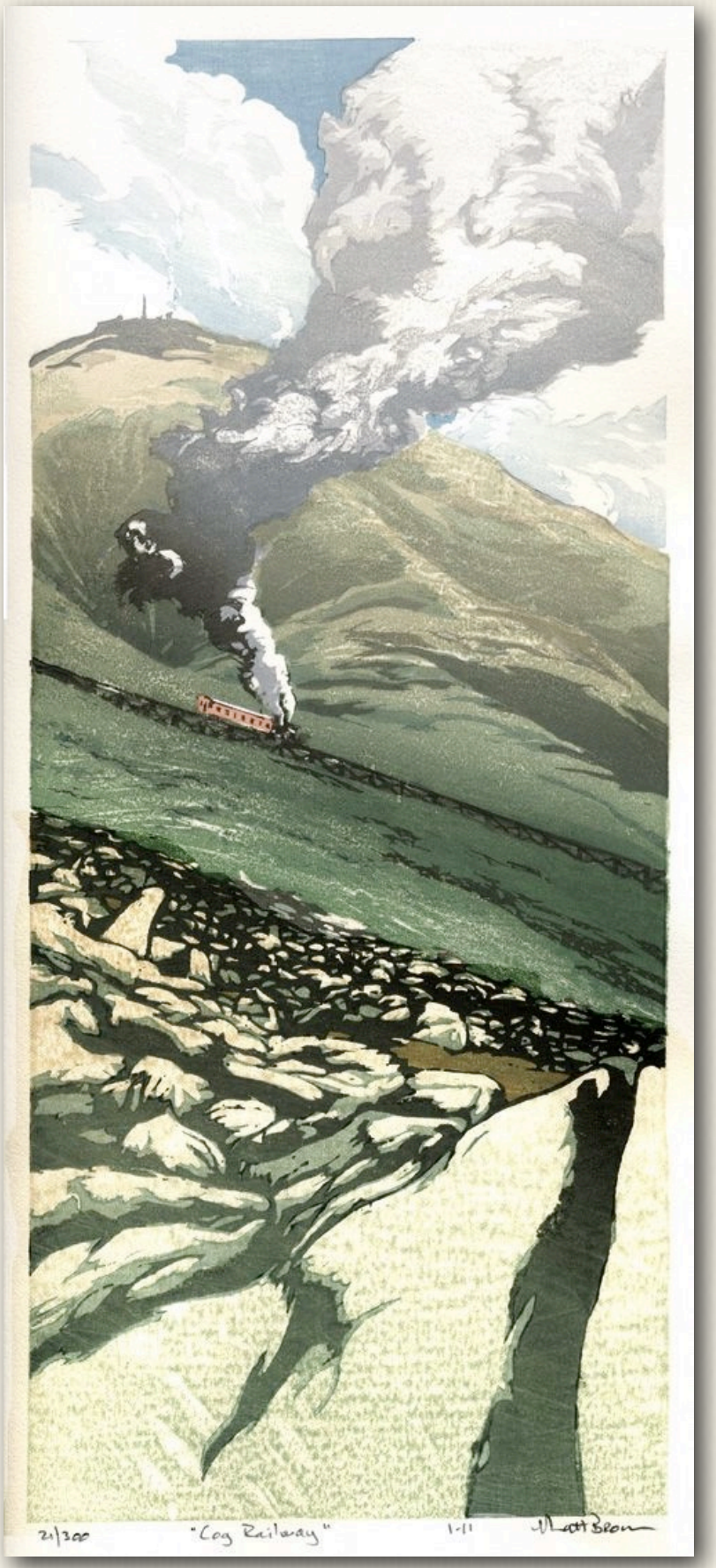
Jitney Jr. returns to Base on his 58th birthday - posts reflections on Facebook *- see Vol. 1 Ch. 15*

August 11th

Boiler Inspection: Darrell Mallory makes his first trip to Mt. Washington to inspect the boilers for the New Hampshire Department of Labor and watch the hydrostatic test of the No. 2 *Ammonoosuc* and the No. 6 *Kancamagus.* Afterwards he conducted a n internal inspection "within the limits of accessibility permitted by construction." Both boilers needed work and Mallory did not certify them for operation. The No. 2 had flues leaking and needed to be replaced. The safety relief valve (pop valve) with illegible markings shall be repaired or replaced." Mallory found maintenance issues - specifically debris in the front mud leg at the blow down valve nozzle and the 3rd and 4th bottom stays in the right hand mud leg showed signs of corrosion. The No. 6 had flues leaking internally and had to be replaced before any certification.

September 2nd

Power Outage: "Twice last week, power was lost in Littleton due in part to the storm, but also, as was the case on Thursday *(9/2)*, a broken insulator at the South Street substation. "An insulator went bad," said Littleton Power and Light Commissioner Eddy Moore, "it shorted out and shut down the system." On Thursday, power was out for about 45 minutes, from around 2:30- 3:30



"I love odd perspectives sooo much " Cog Railway by Matt Bown (2011)
- from ooloopresss.com / Pinterest

p.m., but in our modern, electricity-driven world, it became quite an inconvenience and a surprise as the weather was nice. Businesses around town struggled to keep working. Veronica Francis, who owns NotchNet, an Internet marketing and web site development company, was helping her client, Mount Washington Cog Railroad; update their web site to provide alternative directions to their location as Pinkham Notch was closed by the recent tropical storm. "At 2:30 p.m., it was all ready to go," but then the power went out, she said, and then "I couldn't do anything. It was hectic." She also noted that the Littleton Area Chamber of Commerce e-newsletter was delayed too. Fortunately, Francis was able to use her wireless net- work to be able communicate with her clients."

- Littleton Courier – Wed, Sep 7, 2011 pg. A2

September 7th

Hurricane Irene's Impact: "The tropical storm dumped about 10 inches of rain over the area, and Department of Transportation spokesman Bill Boynton said the DOT estimates that there is $5.4 million worth of emergency repairs in New Hampshire north of Thornton. However, while the department has been working to make repairs, it also has been active in letting people know that northern New Hampshire is still accessible. "We're trying to minimize the inconvenience, but also we're also trying to get the message out that northern New Hampshire is open for business," Boyton said. The DOT has about 30 electronic signs in the southern portion of the state telling people that most roads are open. "While we have a fair amount of damage, we're not shut down," he said. In Bretton Woods, the Mount Washington Cog Railway was back in action by Tuesday morning of last week, and Route 302 was still accessible by way of Route 3 from Interstate 93, according to a press release. Crews had a little bit of cleanup to do from debris swept down the Ammonoosuc River, but there was no damage to the tracks. "We are fortunate that the storm spared us from any serious damage," said Wayne Presby, president of the Mount Washington Cog Railway, in the press release. "Our crews were able to quickly clean up the one area we needed cleared and [the railway] got back on sched- ule Tuesday morning."

- Littleton Courier – Wed, Sep 7, 2011 pg. A1 & A12

September 16th

Mt Washington Commission Meeting

- http://www.nhstateparks.org/uploads/pdf/MWC_Minutes_09-16-11.pdf

December 14th

New Jewell Trail Spur Start: "If you are heading up Mount Washington anytime soon, and plan on attacking the Rock Pile from the Cog Railway base area, be sure to look for the relocated start to the Jewell Trail Spur, which formerly left from a bridge across the Ammonoosuc River at the train boarding area. Thanks to Tropical Storm Irene, this footbridge was damaged beyond repair and in late fall the U. S. Forest Service sent in crews to remove the structure. For the time being at least, hikers looking to link up with the Jewell Trail via this short spur are encouraged to follow a temporary replacement trail, which begins uphill from the Cog boarding area trail near a plank bridge that also spans the Ammonoosuc. From this bridge, hikers should follow alongside the train tracks for several hundred yards, and then look on the opposite side of the tracks for a series of flagged stakes leading up a steep, open embankment. To reach these stakes, you'll have to climb up and over the elevated train tracks, negotiate the grassy embankment, and follow the stakes into the nearby woods, where you'll soon meet up with the original route of the spur trail. Once there, hang a right and continue for about 0.2 miles to the junction with the spur and actual Jewell Trail.

- Littleton Courier – Wed, Dec 14, 2011 pg. B3

2012

February

N.H. Economic Vital Signs: "This annual review of the economic and social condition of New Hampshire highlights eighteen different indicators that describe the state's economic, social, environmental, and cultural character." Gov. John Lynch and his administration include the Cog's green business award from *N.H. Magazin*e to demonstrate "New Hampshire Businesses Help the Environment and Their Bottom Line - Winner of the small company award for Green Practice, the Mount Washington Cog Railway was recognized because, after 140 years, it was converted from steam and coal to biodiesel, reducing carbon emissions by more than 95 percent annually. That conversion comes with an expected operating expense reduction of 54 percent by 2011."

March 9th

Mt Washington Commission Meeting

- *http://www.nhstateparks.org/uploads/pdf/MWC_Minutes_03-09-12.pdf*

2012 Cog Ticket Prices

Age	3 Hour Round Trip *(May-October)*	1 Hour Round Trip *(November-December)*
Adult 13-64	$62	$33
Senior 65+	$57	
Child (4-12)	$39	$28
Child 3 & under	Free on adult's lap	
One-way tickets	$45 (all trains)	

April 19th

Boiler Inspection: N.H. boiler inspector Wayne Brigham was back at the Mountain after a year away. He watched as the boilers of the No. 2 *Ammonoosuc* and No. 9 *Waumbek* were pumped up to 175 psi filled with water. He found conditions satisfactory and issued one-year operating certificates.

April 29th

Season Opens: Reporter Lynne Tuohy: "The world's first mountain climbing train opens its 143rd season Saturday, chugging tourists, nature lovers and thrill seekers up the highest peak in the Northeast United States. New Hampshire Mount Washington Cog Railway first reached the mountain top in 1869, and today also bears distinction of being the second steepest climbing train in the world – after the cog train that climbs the Gemmi Pass in Switzerland's Bernese Alps. "We find people who visit from Europe and distant areas of the country are looking for things to do in New England well past foliage season," said Cathy Bedor, whose family co-owns the railway. "The view is the same – glorious whether it's summertime or fall. And it can be a whole lot more dramatic in November and early December." Bedor said the only inclement weather that shuts down the railway are the high winds Mount Washington is notorious for, but they have to be about 70 mph or stronger for operations to cease. Some people prefer to ride "the cog" in the worst

Award-winning class enjoys Cog Railway trip to Mount Washington



COURTESY PHOTO

After a ride on the Cog Railway, students from Dover enjoyed the summit of Mount Washington last week. The fourth graders produced a one-minute video that was selected as the winner in the "Reach the Summit" contest. The videos were designed to promote New Hampshire tourism. The fourth graders at Lafayette Regional in Franconia came in second place.

Sue Presby, Director of Group Sales for the Cog Railway, said "I can't think of better ambassadors for tourism than the students who are studying about all that our state has to offer."

The first and second place videos can be seen at http://www.visitnh.gov/reach-the-summit/.

- Littleton Courier - Wed, Jun 20, 2012 pg. A9

weather possible, she said. "The worse the weather, the more they want to come, Bedor said. "They want to have to hold onto something when they get there." The Presby and Bedor families have owned and operated the cog railway in the White Mountain national Forest for nearly 30 years. Bedor said that with the opening Saturday, the trains will run weekends until Memorial Day, then on a daily basis into December. Bedor said the two families are caretakers of a piece of history that has continued to evolve through the advent of coal-fueled steam engines to the four locomotives powered by biodiesel fuels that came on line in 2008. The railway also features solar-powered switches. "We have our foot in three different centuries," she said.

- Springfield (MA) Sunday Republican – Sun, Apr 29,2012 pg. C3 (124)

June

Greening Transportation in N.H.: The "scenic and recreational sightseeing" sub-sector of New Hampshire is detailed in a report by Governor John Lynch's administration. "Establishments classified in (this) subsector utilize transportation equipment to provide recreation and entertainment. These activities are different from passenger transportation carried out for the purpose of other types of for-hire transportation. Service providers do not emphasize efficient transportation; in fact, such activities often use obsolete vehicles, such as steam trains, to provide some extra ambience. The activity is local in nature, usually involving a same-day return to the point of departure. In New Hampshire, employment growth in the *Scenic and sightseeing transportation* subsector has been fairly steady between 2001 and 2010. Employment increased by almost 13 percent over the ten year period, adding 32 workers. Average annual employment in 2010 was 283 workers. The Mount Washington Cog Railway in Bretton Woods is embracing biodiesel in an effort to reduce emissions and environmental impacts of the traditional coal-fueled locomotives. Evaluating environmental impact may be particularly relevant to a business in *Scenic and sightseeing transportation* whose livelihood depends on the beauty of the natural environment, as well as conserving the state's heritage."

June 8th

Mt Washington Commission Meeting: "Mr. Presby provided an update on the track-side cleanup; 95% completion is expected by year end. A new coach suspension system will be in place in July. A new track system, to include a track transfer system on the summit, is in the planning stages. It would allow more flexibility in summit visitation. He will work with the State regarding the design and ROW issues this summer. Mr. Pelchat will provide any survey information that DRED has."

- http://www.nhstateparks.org/uploads/pdf/MWC_Minutes_06-08-12.pdf

June 13th

Two Four One in Two Oh One Two: "The Mount Washington Cog Railway is now open for its 141st season and during the month of June, neighbors in New Hampshire, Maine and Vermont are invited to ride for a special rate. Residents of Belknap, Carroll, Coös and Grafton Counties in New Hampshire, as well as those in Vermont's Essex and Caledonia Counties and Ox- ford County in Maine, will be able to purchase two tickets for the price of one every day in June. Proof of residency is required. Advance ticket purchase is recommended and can be made by calling The Cog at 1-800-922-8825 or in New Hampshire at 278-5404. For more information, visit thecog.com.

- Littleton Courier – Wed, Jun 13, 2012 pg. B6



July 20th

USDA conducting ***aerial photography survey of Coös County,*** New Hampshire overflies Fabyan/Base/Summit area. Waumbek double track seen *(above)*.

July 25th

Eames v. Bedor: "A five-year legal battle that had prominent local families on opposite sides was decided earlier this month. In Eames v. Bedor, Superior Court Judge Richard McNamara ruled in favor of Joel Bedor and Wayne Presby against their former partners Jere and John Eames. Individuals on both sides of the case were part of the Mount Washington Hotel Limited Partnership. The controversy centered on whether Bedor and Presby mismanaged partnership funds. Both sides presented their case to McNamara at an April bench trial in Concord. The Partnership was vital to saving the Mount Washington Hotel from likely destruction in the early 1990s. In 1991 the group that included Bedor, Presby and the Eames bought the hotel at a Federal Deposit Insurance Corporation auction. They sold it in 2006 for 27 times their original $3.15 million purchase price. In his 28-page decision, McNamara reviewed the five arguments that the Eames used as a basis for the suit. The two primary allegations were that Bedor and Presby used hotel assets to benefit the Cog Railway, and that there was co-mingling of assets between the resort and the Cog. Bedor and Presby bought the Cog in 1983. McNamara found that "much of the evidence demonstrates that use of Cog assets benefited the resort." There was evidence that the Cog did benefit from resort resources, but McNamara wrote, "the sum is insignificant." On the co-mingling of funds, McNamara concluded that the resort likely benefited from such activity. "The Cog and the Resort shared marketing costs," the judge wrote. "This not only saved both entities money, but also it allowed the Resort to advertise in places it would not otherwise be permitted." Running the Cog ski train in 2004 was another Eames concern that McNamara rejected. He concluded, "the Resort, and not the Cog, was the primary beneficiary of the Cog ski train." The train allowed skiers to ride part of the way up Mount Washington, then ski down the slope. The Eames believed that Bedor and Presby failed to track sales and marketing time that resort employees spent on Cog activities. McNamara believed that tracking such time was possible. Nonetheless, he wrote, "the Court cannot find that the failure to keep such records constituted a breach of a fiduciary duty." After examining all other Eames complaints, McNamara concluded that there was insufficient evidence that the Eames suffered as a result of Bedor or Presby's actions. He noted that a New Hampshire court "may not award damages for speculative losses." Although he rejected the Eames allegations, McNamara threw out the defamation countersuit that Bedor and Presby filed. That complaint centered on an Eames letter sent to the other partners. This letter was sent based on legal advice that the Eames received. McNamara said that Bedor and Presby were not defamed because of this letter. The Eames "undertook an investigation of the facts contained in the letter prior to circulating it," the judge found. McNamara then wrote that the Eames did not act with negligence when the letter was sent in October 2006. Although the men were on opposite sides in the case, they all have been deeply involved in Littleton. John Eames served as Grafton County attorney for nearly 20 years. He was named Business Leader of the Year in 2010. That same year, Bedor was named Littleton's Citizen of the Year. He chaired the committee to restore the Littleton Opera House. Jere Eames is past president of the Littleton Area Chamber of Commerce and a former Citizen of the Year. In a statement, Presby said, "The court's decision is a vindication of our position that the allegations were totally without merit from the beginning." On Monday Bedor said, "We developed the plan of operation for the resort. The Cog was there to assist in all respects." "The decision pretty much says it all," Bedor concluded. "Hopefully we can all move forward." Omni Hotels currently operates the resort. It originally opened in 1902.

THE MOUNT WASHINGTON COG RAILWAY IS SEEKING APPLICANTS FOR THE FOLLOWING FULL TIME POSITIONS:

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- Littleton Courier - Wed, July 25, 2012 pg. A17

- Littleton Courier – Wed, Jul 25, 2012 pg A1

August 1st

Eames Post-Lawsuit Analysis: "Jere Eames expressed gratitude this week to his fellow petitioners and others in the wake of the Eames v. Bedor decision. The five-year legal battle involved former partners in the Mount Washington Hotel Limited Partnership. Superior Court Judge Richard McNamara issued an opinion on the case in July. On examination of the whole case, Eames said, "The bottom line is that the Court rejected

all claims by both sides and awarded no damages to either side." Eames believes that it is important to remember that his side, the plaintiffs in the suit, included nine petitioners from five families. In addition to Eames family members, the plaintiffs included members of the DeAmicis, Eberz, Parker and Poor families. He said that his side won an important victory when McNamara rejected Joel Bedor and Wayne Presby's countersuit. They claimed that Eames defamed the defendants in a 2006 letter. McNamara found that Eames acted in good faith when the letter was sent to his partners on advice of counsel. The letter was developed after Eames investigated the facts and researched issues for more than a year. Eames was pleased that McNamara determined that the plaintiffs "did not act negligently in bringing to light our allegations" through the letter. Winning the argument on the defamation question was very important to Eames. He stated that McNamara's decision meant that Eames and his partners "did achieve a significant victory by prevailing in what was the most important element to us." Because of the importance of winning the countersuit, Eames suggested that last week's Courier headline could have read Eames, DeAmicis, Eberz, Parker and Poor prevail over Bedor and Presby. Eames said, "Our suit was about accountability." He felt that it would have been difficult to prevail in the case, but he saw the need to protect his fellow partners. "We accepted the challenge as part of our fiduciary responsibility to our partners. We are proud that we did and have absolutely no regrets in doing so." Eames stressed the importance of his partners, as well as the current staff and management of the resort. "It was important to recognize all of the other investors in the Resort," Eames said. He also gave credit to "the present and past staff members, and the new ownership and management." Making sure his other partners and the staff receive credit is critical to Eames. "In all of this," he wrote, "they have been overlooked and deserve some gratitude and recognition." Eames remains happy that so many people came together to save the resort from the financial problems that could have resulted in its demolition. In a statement, Eames noted, "What should not be lost in all of this is that there were seven local families, in addition to Bedor and Presby, that stepped up to the plate and were early investors in this venture, some investing their entire savings. Also, that we took over operating properties that were fully staffed. Many of these staff members we knew personally or knew their families. They were honest, loyal, dedicated and professional. Many of them remained for much or all of our owner- ship. Some still continue today. They were instrumental to our success." To remain on his positive theme, Eames praised the resort's current owners. "The Resort continues on under the superior ownership of CNL Lifestyle Properties and Omni Hotel and Resort management, bringing attention to Bretton Woods as the home of one of the world's finest Four Season Resorts."

- Littleton Courier – Wed, Aug 1, 2012 pg. A1 & A12



THUMBS UP to the Mt. Washington Cog Railway. Think Magnetic Hill times 1,000. You get spectacular views teamed with some history and the wildest optical illusions imaginable.

New Hampshire has a great thing going with this gem.

Bryan Tait,
Staff Reporter

New Brunswick Bugle Observer
- Fri, Aug 24, 2012 pg. A4

August 8th

Beat the Heat: "Looking for a way to beat the heat? In addition to status as the first mountain-climbing cog railway in the world, The Mount Washington Cog Railway stands as the only alpine trainride east of the Rockies! Located on the tallest peak in the Northeast, The Cog experience combines summer travel's two key mandates: it's refreshing and a great deal. Outfitted with a fleet of both eco-friendly biodiesel and historic steam locomotives, The Cog offers a variety of times so family and friends can enjoy the breezy, three-hour round- trip above tree line where the 360-degree view is spectacular (some days you may literally be above the clouds) and the air bracing enough to require a sweater. Visitors seeking an escape from this year's heat wave spend nearly an hour in the invigorating atmosphere at the 6,288-foot destination. Tickets ensure free admission to the summit's historic Tip Top House and the Observatory Museum, which, among other fascinating weather-related tasks, charts the daily mercury. The warmest temperature ever recorded was 72°F in 2003. At the Base Station, complimentary admission to The Cog Railway Museum reveals the groundbreaking rail technology engineered by Sylvester Marsh during the height of the Industrial Revolution. Savvy planners can save a cool $9 on The Cog's "Afternoon Special". This attractive pricing applies to specific times. Advance ticket purchase recommended. For a detailed schedule and to purchase tickets online, visit http://www.thecog.com or call 278-5404. Summer at The Cog is all about cool comfort and easy access. The Mount Washington Cog Railway is located at Base Station Road in Marshfield Station, six miles from Rte. 302 and Bretton Woods.

- Littleton Courier – Wed, Aug 8, 2012 pg. C4



Feedwater preheating unit on No. 9 Waumbek (2012)
- Jerry Kelley photo / Railay to the Moon! FB page

September 5th

Oh, Canada!: "Canadian flocked to the White Mountains in record numbers this summer join hundreds of thousands of other visitors in the region, making it, for many business- es, a record-setting season. "It's been a 'Goldilocks summer,'" said Jayne O'Connor, president of White Mountains Attractions, which markets 16 tourism venues. "Not too hot, not too cold, not too rainy, not too dry. It's been just right for any activity." After years beleaguered by disproportionate exchange rates, Canadians have returned on a level not seen since the 1970s, O'Connor said. That was in large part due to the increase in the duty free allowance that went into effect in June. Canadians who stay more than two days in the US can bring back $800 worth of goods, up from $50. Lower gas prices at the beginning of summer, coupled with great weather, encouraged the surge of visitors this year, she said. "Nearly every attraction has reported excellent numbers for the season and we are pleased, since we just passed the first anniversary of Tropical Storm Irene," O'Connor said, referring to the storm that devastated homes, businesses and transportation routes in August 2011. At the Mount Washington Cog Railway, which felt the effects of Irene last year, the season has been well ahead of last year. "The month of August is 10 percent ahead of last year and on the heels of three successive record months this year, the season is certainly making up for last year," said Cathy Bedor, a co-owner of The Cog. *- Littleton Courier – Wed, Sep 5, 2012 pg. C2*

September 6th

Naturalization at the Summit: "Twenty applicants for U.S. citizenship are being taken to new heights for their swearing in ceremony — the summit of Mount Washington. The U.S. Citizens and Immigration Services is touting it as a first-of-its-kind naturalization ceremony on the highest peak in the Northeast. The 20 are scheduled to board the Cog Railway in Bretton Woods on Thursday *(9/6)* and ride to the top of the mountain. Joining them for the ceremony at the 6,288-foot summit will be New Hampshire's Chief U.S. District Court Judge, Joseph Laplante. The ceremony will be held outdoors if weather cooperates or inside if the weather is raging. It is scheduled to begin at 11:30 a.m., with the applicants taking the Oath of Allegiance and receiving their certificates of naturalization at the summit."

- Lowell (MA) Sun - Thu, Sep 6, 2012

September 12th

Marsh v. Aiken Dispute Continues: A July 9, 2007 article about the Mount Washington Cog Railway in the CowHampshireblog.com is challenged nearly five years later by a reader named Pete Baker. "Janice- This article requires verification. Although Sylvester Marsh actually built the first cog railway. It was not his idea. A gentleman by the name of Walter Aiken actually conceived the idea and built models. Marsh followed through financially and got credit. Aiken was also responsible for the automatic knitting machine that made women's stockings. He had several other patents as well. I take particular interest in Walter Aiken as he is the great great grandfather of my high school roommate, Lawton Bourn Jr., who is now living in Laconia, N.H. - Pete." CowHampshireBlog editor Janice Brown responded on September 13, 2012 - "Pete, Thank you for both reading this article and replying to it. Unfortunately ALL of the *primary evidence* that I have reviewed shows that the Cog Railway system was Sylvester Marsh's idea. He was also an investor with patents that included cogs in them. He also was the person willing to put money behind it to make it happen. I don't see the same mechanical (cog-related) knowledge in Walter Aiken's inventions which were mostly knitting machine patents until later when he

was asked to help build the cars that rode on the Cog Railway. And in fact the first published news item that indicates Walter Aiken was responsible in any way for the IDEA was not published until after Sylvester Marsh was dead. There is an exhibit page posted on the New Hampshire Historical Society, and even they do not come out and say that Walter Aiken indeed was the inventor of the Cog Railway. I am afraid there simply is not enough evidence for me to change my mind. Janice" As NBC correspondent Linda Ellerbee would say, "And so it goes..."

September 21st

Mt Washington Commission Meeting: "Mr. Presby gave an update on their summit switch track plans and other improvements, including new coach frames, base station landscaping and installation of steel columns along the track." - *http://www.nhstateparks.org/uploads/pdf/MWC_minutes_9-21-12.pdf*

New Summit Switch: "A design for a proposed summit switch at the end-of- the-track on the Mount Washington Cog Railway is still being refined by mechanical engineer Al LaPrade of Jefferson, explained Cog president Wayne Presby to members of the Mount Washington Commission at their Friday (9/21) meeting at the AMC Highland Center. The single-track configuration now in place restricts train movement to first-in-last-out. Having a second set of tracks at the 6,288-foot summit would allow far greater flexibility, Presby said. One train — a locomotive and a coach — could be loaded, for example, while another is leaving the peak. The proposed setup that includes a turntable and a unique tulip-like folding track arrangement is designed to fit onto 22 feet of the Cog's 50-foot-wide right of way, Presby said. The current configuration uses 10 feet of the ROW. As now envisioned, the switch would be powered by a solar panel, although there is also the possibility that on- site electricity brought up from the Cog's Base Station could be used. "It takes very little power to operate an hydraulic switch," Presby said. "The switch at 4,100 feet, for example, is powered by one six- foot-square panel." Presby said he believes that the only permit that will be required would be from the Coös County Planning Board for the Unincorporated Places. If the Board approves the pro- posed project, all the pieces would be fabricated in the Cog shops below the Marshfield Base Station. Installation could be planned either in the spring of 2013 or 2014. A fifth diesel locomotive is already in the planning stage to be fabricated in the shops this winter, Presby said. The piles of old ties and wood supports that have been cleaned up will be ground up and used for landscaping, he said. Eighty- five percent of the accumulated debris alongside the Cog tracks that can be reached has already been brought down the mountain. Paving and landscaping projects are on the drawing boards, Presby said. He concluded, "This may be the biggest year in Cog history for the number of passengers and the biggest gain in riders in a single year."

- Littleton Courier – Wed, Sep 26, 2012 pg A13

October

The Coal to Diesel Conversion Summarized: "Impressed by the innovations made on European rack and pinion railways in the mid 1990s, thanks to Roger Waller´s SLM-built, oil-fired, modern steam locomotives, *(Wayne)* Presby and *(Joel)* Bedor went straight to the source and hired Waller as a consultant in the first years of the new millennium. They asked him to study the operations at the Cog and make proposals on how to improve locomotive performance while reducing pollution. Waller was convinced that the Cog´s best bet was to introduce an Americanized version of his "tried and tested" H 2/3 type modern steam loco, as he had successfully designed and built 8 of them for mountain lines in Switzerland and Austria. Once on site in New Hampshire, Waller quickly realized that his modern rack tanks would not be a good match with the old wooden trestle at Mount Washington. Because Wayne Presby also owned the luxurious Mount Washington Resort at the time, Waller was under the impression that the Cog would have a substantial modernization budget at its disposal and made a multi-million dollar "grand plan" proposal. With the exception of a small section of track at the base station, which was to be kept for historic preservation purposes, Waller suggested replacing the entire wooden trestle with a new, ground-based right of way up the mountain. This would allow the clean-firing, light-oil fueled, one-man operated modern steam locomotives to climb the mountain faster and more efficiently than the slow old steam kettles did on the wooden trestle from 1869. Waller also thought that a grounded right of way was more modern and practical than an elevated path. He believed that the substantial initial investment costs of his plan would be offset by consistent and continuous operational savings later on.

For the railway, Waller's bold pitch was simply too revolutionary and too expensive to implement. Additionally, there was a sentimental preference to keep the original wooden trestle in place, since it was one of the

Cog's unique selling points. Waller accepted the railway's response and in 2003 made a simplified offer of merely converting some of the old steam locomotives to oil firing. Yet his calculation for that scope of supply was considered to be too pricey and thus got turned down on cost grounds. Unable to find common ground with their trailblazing, Winterthur-based consultant, or simply unwilling to pay "Rolls Royce" engineering and manufacturing prices, Presby and Bedor pressed on in a different direction. On the locomotive front, (they) invited Nigel Day, a well respected, progressive steam mechanic who had made a name for himself in Wales, to New Hampshire in 2003. Simply tasking Day with getting more out of the existing steam locomotives, they had him tinker with No. 9 *"Waumbek"* over a course of almost 2 years. Day successfully fitted, what he liked to label the "Victim", with a Lempor exhaust and together with the local workshop team made numerous other adjustments to improve efficiency and reduce coal consumption. Given that it is never easy working with an ancient design and getting more out if, these achievements were actually quite impressive. Day and his helpers did not stop there, however, and in 2006/2007 also converted No. 9 to oil-firing using biodiesel fuel. (A mixture of used cooking oils, vegetable waste and corn or canola crops.) While in 2006 the modified steam locomotive made several successful trial runs up the mountain, emitting radically less pollution, and the State of New Hampshire formally approved the oil-fired No. 9 for regular passenger operations in 2007, the Cog's management was not entirely satisfied with the results and believed that the generally archaic design of the old steam locos as well as the unfavorable specs of the boilers just didn't work for problem-free oil-firing.



Nigel Day's Victim: *Brian McMinn's March 29, 2015 posting of the above picture on the Mt. Washington Cog Railway - We Worked There page prompted the following comments thread:* ***Charles Morrill:*** *"I always wanted someone who knew something to redesign a cog engine from the ground up but I bet the cost would be insane."* ***Nigel Day:*** *"I had many ideas and plans. It was never going to happen."* ***Barry Stewart:*** *"With all due respect, the direct and concentrated flame against the water jacket of the firebox was cooking the steel in this area and was not far from causing a major failure. It was nothing like the more evenly distributed heat from the coal fires. Having been one of the boiler makers who built and repaired these boilers, I speak with experience. This was a disaster and could have killed someone. The truth is ugly at times but needs to be said. Nigel, I'll agree with one thing you said "it was never going to happen." Thank God you never killed anyone! Other than this, I have no strong feelings about it."*

After Nigel Day had to return to the UK because his U.S. work visa had expired, the Cog decided not to continue with experimentation on No. 9. Instead it pursued the concept of a biodiesel-fueled combustion locomotive, especially once it became apparent that its own mechanics and shopmen actually had the know-how to design and build such a prototype in-house. The Cog had indeed already started initial design work on a combustion locomotive at the same time as it launched the oil-firing conversion for No. 9. It hoped to take both avenues of approach and see which one worked better. In the end, the diesel locomotives were simply seen as an affordable "game changer" and not just a makeshift "band-aid," like the old steamers converted to oil-firing. Thus the diesels got the nod. https://newrailwayreport.blogspot.com/2012/10/diesel-traction-at-mount-washington.html



October 17th

Mountain Voices: "AMC Books is pleased to announce the release of "Mountain Voices: Stories of Life and Adventure in the White Mountains and Beyond". In this collection of interviews that have appeared in Appalachia, the nation's longest-running journal of mountaineering and conservation, fifteen profiles capture fascinating stories of travel, adventure and lifelong pas- sion for nature, along with the spirit of the people who choose to live in the craggy, remote North Country. Over nearly two decades, authors Doug Mayer and Rebecca Oreskes have interviewed extraordinary people whose lives are intricately linked to New Hampshire's White Mountains. With humor, wit and unforgettable personal style, these trailblazing pioneers describe the foundation they laid for today's outdoors enthusiasts. White Mountain icons such as boot maker Karl Limmer and Ellen Teague of the Mount Washington Cog Railway offer accounts of their esteemed careers in the mountains. Inside you'll find sixteen first-hand accounts of life in New Hampshire's North Country; historical photo- graphs and portraits and Preface by noted wilderness writer and outdoor-

swoman Laura Waterman

- Littleton Courier – Wed, Oct 17, 2012 pg. C2 & C4

November 14th

Record Summer/Fall: "Attractions in New Hampshire's White Mountain are closing out their 2012 season, with many reporting a record setting year. "After several years of visitors and businesses really watching their budgets, the 2012 season saw an increase in consumer confidence, which was further boosted by a summer of near-perfect weather," said Jayne O'Connor, president of White Mountains Attractions, the marketing association for the region. The Mount Washington Cog Railway, which concludes its 143rd year when it closes for the season on Dec. 2, had record ridership, according to Catherine Bedor, one of the owners. "The Cog is having a phenomenal season," she said. "As early as Columbus Day Weekend, we were ahead of 2011's total ridership numbers. Also, our group business is 25 percent ahead of last year."

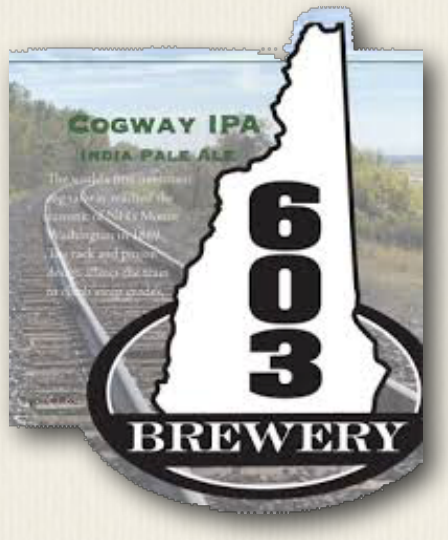
- Littleton Courier – Wed, Nov 14, 2012 pg. B6



The August silhouette of ascending Cog train (2012)
- Mt Washington Observatory photo

2013

Cogway IPA: The 603 Brewery in Sylvester Marsh's hometown of Campton, New Hampshire brews a beer named after his Mt. Washington Railway. Cogway IPA is "brewed with Vienna and a blend of crystal malts for color, body and flavor. These malts are combined with multiple hop styles during the boil and then dry-hopped." *All About Beer* magazine editor John Holl says, "Where there should be citrus or pine, there is a rounded red fruitiness that comes with the first mouthful along with some sugar. The hop smack arrives quickly after, but this is a juicy beer, with a healthy amount of subtle complexities, a welcome entry into a world where IPAs do their best to bash hops over your head. The grain bill has some fresh cereal undertones, making this an easy sipper. A little variety in the category, and it suits me just fine." Stephen Beaumont, co-author of *The World Atlas of Beer* says, "One of the effects of the recent IPA explosion is that it takes a lot for an IPA to get noticed these days. This dark copper ale with its berry-ish, sweet floral aroma comes close, especially given the robustly fruity body, holding all manner of ruby red grapefruit, lemon drop and tropical fruit notes. But where it falls short is in the oddly disjointed finish, with a bitterness that arrives sharp and a bit chalky after all the sweet malt of the body. Perhaps a nice Thai red curry would smooth out the rough bits." Noticeably absent on the beer's original bottle label *(right)* - a center cog rack.



February 5th

Legal Costs Awarded: Pat Grossmith of the *New Hampshire Union Leader* covers the conclusion of the Mt. Washington Hotel suit. "Former partners in the Mount Washington Hotel Limited Partnership, who have battled each other in court for the past 5½ years, each were awarded partial legal costs, but got nothing for attorney's fees, according to a Superior Court ruling." Judge Richard B. McNamara "ruled last week that Joel Bedor and Wayne Presby, Mountain Properties Preservation Corp. and the Mount Washington Railway Co., were entitled to collect some legal costs. The expenses were incurred for expert witnesses at trial when Bedor and Presby defended themselves from a breach of fiduciary duty lawsuit brought by their former partners, Jeremiah and John Eames and the DeAmicis, Eberz, Parker and Poor families. Last July, McNamara ruled in Bedor and Presby's favor in the original lawsuit that alleged mismanagement of funds and self-dealing, but against them in the defamation suit they brought against their former partners. The partnership was formed in 1991 when the group, all Littleton-area residents, bought the Mount Washington Hotel for $3.15 million at auction from the FDIC. Fifteen years later, they sold it for $86.5 million. In 2007, the Eames family and other families sued Bedor, Presby, Mountain Properties Preservation Corp. and the Mount Washington Railway Company, known familiarly as the Cog, claiming mismanagement, the waste of partnership funds and self-dealing. The plaintiffs sought more than $6 million in damages, but got nothing when the court ruled against them on all counts. Eames maintained the MWHLP gave the Cog more than $400,000 in labor that Bedor and Presby never recorded, accounted for or reimbursed. In turn, Bedor and Presby alleged the Resort received $520,660 in benefits from the Cog from 1991 to 2006. Eames also alleged Bedor and Presby improperly paid the Cog's general manager $200,000 in an agreement never presented to the MWHLP board; entered into an option agreement with Charles Kenison, the Cog's general manager, which they alleged was blatant self-dealing; and paid Presby a $300,000 bonus for brokering the sale of the Resort to CNL/Celebration. They also alleged the commingling of assets between the Cog and the Resort caused MWHLP assets to sell for between $3.18 million and $4.88 million less than warranted. McNamara ruled against them on every issue. The judge said much of the evidence showed use of the Cog's assets actually benefited the Resort and not vice-versa. And, he said, even if funds were diverted, it would amount to about $50,000 a year, an insignificant amount from an accounting standard in light of the Resort's revenues of $32 million in 2000 and $37 million in 2002.

- *http://www.unionleader.com/article/20130206/NEWS02/130209499&template=mobileart#sthash.oiNoPFBA.dpuf*

March 29th

Mt Washington Commission Meeting: "Mr. Presby reported the following: a) a fifth biodiesel locomotive will be brought on line; b) 2012 was a record ridership of 80,000; c) the summit switch track is still being studied; and d) the summit track needs replacement."

- *http://www.nhstateparks.org/uploads/pdf/MWC-minutes_3-29-13.pdf*



PHOTO BY EDITH TUCKER

A fifth bio-diesel-powered locomotive is under construction in the shops of the Mount Washington Railway. On Tuesday, April 9, three skilled mechanics were working together on the project: Joe Pyschevicz, left, of Northumberland; Rob Maclay who lives in Cog housing, and Bobby Trask of Laconia.



PHOTO BY EDITH TUCKER

Shop foreman Jack Watkins of Whitefield is one of the nine full-time year-round workers at the Mount Washington Cog Railway who prepare the locomotives and passenger cars for busy spring-summer-and-fall use, this year expected to start with two runs on Saturday, May 4.

April 17th

Bio-Number Five: "A fifth bio-diesel-powered locomotive is under construction in the Mount Washington Cog Railway shops, located downhill from the Marshfield Base Station. Only one worker — Rob Maclay who lives in on-property housing — has been assigned to the task full-time. Nine year-round workers tend the locomotives and passenger cars in the shops, explained shop foreman Jack Watkins of Whitefield, a WMRHS graduate in the Class of 1995, who was promoted to that post a year ago. His older brother, Jay, is the Whitefield Fire Chief. Four year-round Cog employees, including general manager Charley Kenison who lives on-property housing and mechanical engineer Al LaPrade of Jefferson, work in the Base Station. No completion date has been set for the new locomotive, although the John Deere engine is on-site, ready for installation. "We now have four trains on the mountain at all times when we're busy," Maclay explained. "We had a near record-breaking season last year. Passengers really like the faster less-time-consuming trips up to the summit. We're getting lots of people from Japan and other parts of Asia, Europeans, and Americans from all over the country. Many can't tell whether they're riding in a steam-powered train or a bio-diesel-powered one. The generation that could tell just isn't traveling that much anymore." Wayne Presby of Littleton, one of the Cog's co-owners, pointed out at a recent Mount Washington Commission meeting that the Cog will likely run longer in early winter months than in the past few years, stopping at the snowline or at the Waumbek Tank. Changes may also be made on the tracks near the summit and improvements to the platform just outside the Sherman Adams Building. *- Littleton Courier – Wed, Apr 17, 2013 pg. A2*

2013 Cog Ticket Prices

Age	3 Hour Round Trip *(May-October)*	1 Hour Round Trip *(November-December)*
Adult 13-64	$64	$33
Senior 65+	$57	
Child (4-12)	$39	$28
Child 3 & under	Free on adult's lap	
One-way tickets	$45 (all trains)	

May 11th

Season Number 144: "The Mount Washington Cog Railway opened this weekend for its 144th season of bringing visitors from as far away as Russia to the summit of the Northeast's highest peak. The season marks the 30th year of ownership for the Presby and Bedor families and extends into Jan. 1. This year, the Cog will be offering new events including a Ride & Observatory Tour, Photo Workshop Tour and a Railfans' Day and a "Name That Train!" contest for the new biodiesel engine. Details for all events can be found at thecog.com. As



PHOTO BY EDITH TUCKER

Cathy Bedor, left, of Littleton, marketing and sales director at the Mount Washington Cog Railway, and her new assistant Rebecca "Becky" Metcalf of Lyman, Steve Barba of Concord, formerly of Dixville who serves as Plymouth State University's executive director of university relations, and Catherine Amidon, founding director of the Museum of the White Mountains at PSU, chatted together on April 16 before attending a workshop designed to help businesses target and engage French-speaking tourists. Held in the PSU's Savage Visitor Center, the free workshop was sponsored by the state Division of Travel and Tourism and PSU's Institute for New Hampshire Studies in partnership with its Department of Languages and Logistics.

- Littleton Courier - Wed, Apr 24, 2013 pg A9

part of each three-hour round trip on the Cog, passengers spend about an hour on the summit, where those ticket holders get free admission to the Mount Washington Observatory Museum, which provides a fascinating look at the weather history of the peak. The history, lore and legend of New Hampshire's most fabled mountain is told by the Granite State's favorite storyteller, Fritz Wetherbee, who narrates the onboard audio tour. Throughout the season, there are special trains and discounts for our guests. Beginning June 15, a vintage steam engine will run daily at 8:15 a.m. Starting June 17, everyone saves with $9 off their ticket on the last train of the day. Even this fall, there is a "Five for Fall" special, which offers a $5 discount beginning in September. The details on these special trains and discounts can be found online. *Old Peppersass*, the train that actually built the Cog Railway (named for its peppersauce bottle shape), is on display at the Marshfield Base Station and the Cog Railway Museum, which is full of memorabilia about this pioneering railroad. Admission is open to the public and free to all. Tickets for Cog Railway excursions can now be purchased online at www.TheCog.com. Due to the popularity of the rides, buying tickets in advance is strongly recommended. All special events have limited space. Please book the Photo Workshop and Observatory tours in advance by calling 800- 922-8825 or 603-278-5404. For more information, contact The Cog at 1-800- 922-8825 or in New Hampshire at 603-278- 5404.

- Littleton Courier – Wed, May 15, 2013 pg A12

May 21st

Boiler Inspection: Carl D. Johnson of the N.H. Department of Labor was assigned to inspect the Cog Railway boilers this season. He watched the hydro-tests of the No. 2 *Ammonoosuc* and No. 9 *Waumbek*. The No. 9 successfully held 175 psi and received a certificate. The No. 2 did not. The pressure test caused a weld to fail at the toe of the weld on the steam chamber outlet nozzle. The safety relief valve also failed to operate as designed and was stuck in the open position. Johnson said the weld failure had to be evaluated and repaired and the safety relief valve needed to be fixed or replaced and stamped by a certified boilermaker. The pressure test then had to be redone. Johnson also found a gouge in the steam cross over line to the throttles just to the right of center. He suggested that be included in the Deuce's repair schedule.

July 12th

Twin Mountain Static Display: Reporter Edith Tucker writes "It took nearly seven years from when Jim Covey of the

THE STATE OF NEW HAMPSHIRE
JUDICIAL BRANCH
SUPERIOR COURT

Merrimack Superior Court
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Concord, NH 03302-2880

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NOTICE OF DECISION

Jamie N. Hage, ESQ
Hage Hodes Professional Association
1855 Elm St.
Manchester, NH 03104

Case Name: **Jeremiah F. (Jere) Eames, et al v Joel J. Beldor, et al**
Case Number: **217-2010-CV-00166**

Enclosed please find a copy of the court's order of May 09, 2013 relative to:

ORDER

May 10, 2013

William S. McGraw
Clerk of Court

(484)
C: James E. Higgins, ESQ; Richard C. Nelson, ESQ; Richard G. Baldwin, ESQ; Jonathan M. Ettinger, ESQ; Charles R. Powell, ESQ

The State of New Hampshire

MERRIMACK, SS **SUPERIOR COURT**

Jeremiah Eames, et al
v.
Joel Bedor, et al

NO. 2010-CV-166
ORDER

Both parties to this lawsuit have moved for costs and fees. The Court addressed the standards to be applied in determining what costs and fees are available in its Order of January 31, 2013, and that Order is incorporated by reference. In sum, the Court stated in its prior order that Respondents may recover costs, including the actual costs of expert witnesses reasonably related to their appearance at trial, for defending themselves from Petitioners' breach of fiduciary duty claim since they succeeded on their claim. Petitioners may recover all non-expert costs for defending Respondents' defamation counterclaim since they succeeded on their defense of the counterclaim.

Based upon the Court's review of the affidavits on file, the pleadings, and the testimony the Court awards $28,556.03 to the Cog and $24,657.58 to MPPC as set forth on page 4 of this Joint Application for Costs and Fees, filed on February 26, 2013.

Petitioners are entitled to costs because they succeeded on their defense of the defamation counterclaim. However, their defense was successful not because they proved that their statements were true, but because the Court found that they were entitled to the defense of immunity since they testified that their lawyer told them to circulate the allegedly defamatory material and alternatively, they undertook an adequate investigation of the facts. They are therefore not entitled to collect expert costs, limited to fees of the Clerk, service, travel of witnesses, fees for attendance of witnesses and cost of transcripts actually used in the trial. Superior Court Rule 87(c). Based upon the Court's review of the pleadings and affidavits on file, the Court finds that Petitioners are entitled to costs in the amount of $1587.65.

SO ORDERED.

5/9/13

Richard B. McNamara,
Presiding Justice

RBM/

- Full-page ad Littleton Courier - Wed, May 22, 2013 pg A12

2013



PHOTO BY EDITH TUCKER

Classon Crane of Waterford, Vt. lifted the coal tender of the Cog Railway's No. 8 locomotive into place at noon on Friday at the intersection of Routes 3 and 302 in Twin Mountain to create another photogenic attraction in the tourist-oriented town.

Profile Deluxe Motel on Route 3 first came up with the idea of putting a Mount Washington Cog Railway train at the inter- section of intersection of Routes 3 and 302 to its becoming a reality. On Friday Classon Crane of Waterford, Vt., swung the No. 8 "Moosilauke" locomotive Mount Washington Cog Railway, plus its coal ten- der and No. 5 passenger car, onto a short set of tracks previously laid down on the northwest corner of the busy intersection. "I'm thrilled!" Covey said in a Saturday after- noon telephone interview. "The town tweaked what it would approve as the final location five or six times to avoid disturbing a town water line and so the view of the bandstand would not be blocked. The state Department of Transportation also had concerns about sight lines on its right-of-way. "For a while it seemed that there would always be a monkey wrench stalling the project, but Cog president Wayne Presby hung in there with his offer to put a locomotive and passenger car near the information booth. "The train looks beautiful, and I hope that every- one in town comes to appreciate that we have something very special in place." Landscaping reminiscent of the world-famous alpine zone on Mount Washington, a set of stone steps from the parking lot at the information booth and some professionally designed up-lighting will further enhance the train's appearance, Covey explained. It took about six hours under the direction of longtime Cog Railway general manager Charlie Kenison to move the train from the Cog shops, located below the Marshfield Station, to its new location. Cog employees Dave Moody and Keith Farrias worked on the project, and Presby Construction, that had completed all the site preparation work, did the trucking. "It went like clockwork; it was really well coordinated," Kenison reported in an e-mail exchange. Covey said that Presby is now working with the Omni Mount Washington Hotel at Bretton Woods to secure permission to place a second Cog train near Fabyan's Restaurant and the Route 302 East turnoff to the Base Road. Max Garneau of Twin Mountain, who works at Garneau's Gas Station and Garage on Route 302 West, said he likes the way the Cog train looks. "It might make it easier for tourists to find the Cog," he said, adding that many travelers stop and ask directions. "The Cog deserves this; it's one of the oldest tourist attractions in town, bringing people from all over the world." Roberta McGee of Twin Mountain happily pointed out that WMUR- News had covered the move of Cog locomotive and passenger car to its new location. Fire Chief Jeremy Oleson added, "It's nice to have a new attraction in town." Janice Francis, a former Fun Town owner who is filling in this summer for Information Booth regular Betty Gilman on Fridays and Saturdays, reported on Saturday that lots of tourists had already stopped to look at the Cog train. She said that just for a moment during Friday's move she had thought the locomotive was heading in the wrong direction, but then she remembered that the locomotive pushes the passenger car up the mountain. Her daughter, Veronica Francis at NotchNet.com, constructed and maintains the Cog Railway's website. Asked how tourists have taken to the recently installed New Hampshire Grand kiosk, Francis replied that she is looking forward to being trained to use it so that she could offer assistance to bewildered travelers. The kiosk will be dedicated at 11 a.m. on Tuesday, July 23, in a brief ceremony and celebration at which light refreshments will be served. Carol Cunningham of Carlson's Lodge, representing the Twin Mountain-Bretton Woods Chamber of Commerce, Jennifer Codispoti, chief of the state's Bureau of Visitor Services, Sandford "Sandy" Blitz of Maine, Executive Director of the Northern Border Regional Commission that granted funding for the innovative kiosks, and Cathy Conway of Jefferson, Vice President of Economic Development at Northern Community Investment Corporation (NCIC) will all speak briefly."



PHOTO BY EDITH TUCKER

The Mt. Washington Cog Railway's No. 8 "Moosilauke" locomotive and No. 5 passenger car is now located in front of the town's iconic bandstand, operated seasonally as an information booth. The new N. H. Grand information kiosk, hidden from view, will be dedicated at 11 a.m. on Tuesday, July 23, at an open-to-all public ceremony and celebration.

- Littleton Courier - Wed, Jul 17, 2013 pg. A11 & Coös County Democrat - Wed, Jul 17, 2013 pg. 1

Twin Mountain Move v.2: "The Mount Washington Cog Railway has gifted #8 locomotive, "Moosilauke" and coach #5, to the neighboring town of Twin Mountain. Originally built in 1883, "Moosilauke" will be dis- played at the intersection of Routes 3 and 302. The loading, moving and installation took place on Friday, July 12 and started at the Cog Railway shop in the early morning, with the coach, the cab and the tender loaded onto three separate flatbed trucks, the train was then painstakingly transported along six miles of the Base Road and then another six miles of route 302 and set on the tracks already installed at the intersection. Presby Construction of Sugar Hill provided flatbed transport for the train and Classen's Crane Service of Saint Johnsbury, Vt. hoisted the coach and locomotive to its new resting place. Once in place, the locomotive and coach were then secured to the tracks and the tender placed. Although the coal-fired steam locomotives are still used on a daily basis at the Cog, the introduction of the new biodiesels allows the Cog Railway the opportunity to donate this engine that has been retired to neighboring Twin Mountain.

- Littleton Courier – Wed, Jul 24, 2013 pg A15

Mt Washington Commission Meeting: "Mr. Presby reports a 5th locomotive online in fall; installation of new frames for the coaches; survey work for replacement of the summit track; continued analysis on a summit switch track; base area improvements, including a mechanical moose; and continued track cleanup. They have seen a 25% increase in Canadian visitors, as well as German, Japanese, Indian and Pakistan visitors with the 'Brand USA' promotions." - *http://www.nhstateparks.org/uploads/pdf/MWC-minutes_7-12-13.pdf*



COURTESY PHOTO

Participants of the 55th Annual White Mountains Attractions Familiarization Tour pose with the Mt. Washington Cog Railway General Manager, Charlie Kenison and tour leader White Mountain Mikey.

August 7th

Tour Guide Familiarization: "Roller coasters, water parks, zip lines and trains; all fun- filled, memorable activities for kids, right? Well, yes...and for a group of intrepid adults who work on the "front lines" of New Hampshire's tour- ism industry and participated in the annual Familiarization Tour, hosted by the White Mountains Attractions Association (WMAA). In four short days this summer, this group of 25 individuals had the enviable task of experiencing the 15 major attractions in the White Mountains: Attitash Mountain Resort; Cannon Aerial Tramway; Clark's Trading Post; Conway Scenic Railroad; the Flume Gorge; Hobo Railroad; Loon Mountain; Lost River Gorge; Mt. Washington Auto Road; Mt. Washington Cog Railway *(above)*; Polar Caves Park; Santa's Village; Story Land; Whale's Tale Water Park and Wildcat Mountain. "How can you explain something you haven't experienced for yourself?" asked Mike "White Mountain Mikey" Duprey, tour coordinator and 35-year veteran of the association. "By actually visiting each attraction, these workers who deal with tourists on a daily basis are able to give visitors an accurate description of what they can look forward to." Duprey has been coordinating the educational "Fam Tour" every year since 1979. Over a dozen representatives from Chambers of Commerce, AAA offices, Welcome Centers and the Granite State Ambassadors took part in



the tour to learn about the region and improve their knowledge for the State's visitors.

- Littleton Courier – Wed, Aug 7, 2013 pg. C8

September 1st

Diesel Locomotive #5 *- Metallak (left)* is ***built***

September 4th

Railfan's Day Coming: "The Mount Washington Cog Railway will be bringing back an old favorite among train fans, "Railfan's Day", on Sept. 13. Part of a region- wide train weekend event, The Cog's "Railfan's Day" will operate on an extended schedule of coal-fired vintage steam trains through- out the day, guided museum tours and a chance to learn about the locomotives first-hand from the steam crew that operates them. The day's events will include special steam train trips with opportunities to get off the train and shoot passing trains at scenic Waumbek Switch. Visitors taking the 8:15 a.m. train (offered daily) will travel to the summit of Mount Washington, the highest peak in the Northeast, to enjoy approximately one hour at the top for a visit to the Mount Washington Observatory Museum, photograph trains, views and explore before returning to Marshfield Base Station. In addition to our regular daily biodiesel round- trip schedule, additional steam trains that travel the halfway trip to Waumbek Switch and allow for a photo stop will be offered at 12:15 p.m. and 2:15 p.m. The Mount Washington Cog Railway , the first mountain-climbing cog railway in the world, is the only cog railway east of the Rockies. A full down- loadable event schedule and train tickets are avail- able online at www.thecog. com or by calling 278-5404. Guided tours and steam crew sessions throughout the day are complimentary. Space on trains is limited. Advance booking is recommended.

- Littleton Courier – Wed, Sep 4, 2013 pg.A9



Satellite imagery of the Base Station and Shops Complex (September 2013)
- Google Maps

September 9th

Geocaching the Colonel: *White Mt Hiker* and *White Mt Hiker's Lady* hide a cache in honor of Colonel Arthur Teague near his gravesite. Geocaching is a real-world, outdoor treasure hunting game using GPS-enabled devices. Participants navigate to a specific set of GPS coordinates and then attempt to find the geocache (container) hidden at that location. "We chose this location because *White Mt Hiker* is an avid fan of the Cog Railway. This cache will bring you to the final resting place of Colonel Arthur Teague, who was a colonel with the 22d inf. 4th Inf div during World War II. He was also president and general manager of the World's 1st Cog Railway on Mt Washington in New Hampshire for 34 years from 1933 to 1967 when he died at the age of 57.

The cache is within sight of Colonel Teague's grave site but is not near any of the grave stones. Per the caretaker the cemetery is closed from first snow to spring thaw but cachers may still enter the cemetery to look for the cache and are allowed to drive to the site as long as the road remains passible." as of August 7th, 2015 - 78 geocachers had logged in to the website - 74 found it.

http://www.geocaching.com/geocache/GC4N1XZ_in-honor-of-colonel-arthur-teague?guid=b21211a1-2e1e-4cbb-8d00-7b97ebebb389

September 18th

Governor and Executive Council Approve Loans: The Class III Railroad Capital Rail Line Rehabilitation Revolving Loan Fund, first established in 1994, provides loans for railroad rehabilitation and equipment for Class III Railroads and Cog Railroads that operate in the State. The proposal submitted by the Mount Washington Railway... multifaceted and exceeded the available amount in the fund. The (Transportation) Department and the... Railway agreed that the construction of a locomotive was a priority... therefore, the loan agreement has been prepared. Approval of this resolution will authorize... financial assistance (in the amount of $742,000) to design and construct a diesel locomotive... to improve its tourist passenger excursion service on Mount Washington. The Department is authorized to expend (up to $7,500) to monitor compliance. In addition the Council authorized the Bureau of Rail & Transit to enter into a Loan Agreement with the Mount Washington Railway, Base Station Road, Mount Washington, N.H., for the installation of additional track supports and pilings, in an amount not to exceed $477,000. Effective upon G&C approval through March 31, 2034. 100% General Funds – Capital. (2) Further authorized the amount of $4,770 for payment to the DOT, Bureau of Rail and Transit for monitoring and compliance of the loan agreement. 100% Other – Fee Revenue.

Edith Tucker explains in the *Coös County Democrat*: "The state is assisting one of the state's most popular tourist attractions to stay safe and up to date. Authorization for two loans totaling more than $1.4 million for the Mount Washington (Cog) Railway... is on the agenda for approval at today's Governor and Council meeting at the Windham High School in Windham, N.H. NHDOT and the railway agreed... that the construction of and installation of additional track supports and pilings on its trestle system was a priority. NHDOT will provide financial assistance through the Revolving Loan Fund, allowing the Cog to design and install piers, pilings and supports under its track up the Northeast's highest peak to improve the long-term safety of the passenger excursion service. Once the installation, final testing, and start of operations over the upgraded track is complete, the loan agreement will be replaced with a supplemental loan agreement, which will establish the final borrowing rate and 20-year repayment schedule. The second larger loan is for the construction of a diesel locomotive."

- Coös County Democrat - Wed, Sep 18, 2013 pg. A8

Recalling the "Big Blow": (In commemoration of the upcoming 75th anniversary of the great New England Hurricane of September 1938, I've decided to take a couple of weeks to look back on this historic weathermaker that impacted not just southern New England, where hundreds died, but also our beautiful White Mountains region, where the storm's high winds served up a punishing blow to the area's vast forestland. The following piece is excerpted by my forthcoming book, Stories from the White Mountains, to be published later this month by The History Press.) According to records from the Mount Washington Observatory, the highest wind recorded atop New England's highest summit on the day of the storm was 163 miles per hour. Valley winds were, of course, substantially less than that, but obviously still strong enough to knock over trees all throughout the region. While damage was relatively light at the summit of the Northeast's highest peak, the same could not be said for the western slopes of the mountain, where several new landslides were reported and a large section of the Cog Railway line, including the famous Jacob's Ladder, was blast- ed apart, with many of its ties strewn about in near- by Burt's Ravine. "It was all twisted up..." recalled the late Winston Harris of Whitefield. "I never



M3 begins descent (July 31, 2013)
- David Rose photo / NERail.org

went to see it myself, but the boys brought down some pictures. You couldn't believe that you could twist that big stuff up like a haywire." Remarkably, the Cog was able to rebuild some 2,500 feet of ruined track and trestlework in a little more than a month's time and the Cog was fully operational the next spring.



Ongoing improvements to the Mount Washington Cog Railway, such as this diesel-powered locomotive photographed earlier this summer, have kept it as one of the state's leading tourist attractions, and two loans totaling $1.4 million-plus from a NHDOT RR Revolving Fund should keep cash registers ringing in the state's northern reaches.

- Littleton Courier – Wed, Sep 18, 2013 pg.B4

September 25th

NH Railroad Revolving Money: "The state is assisting one of the state's most popular tourist attractions to stay safe and up to date. Authorization for two loans totaling more than $1.4 million for the Mount Washington (Cog) Railway from the state's Class III Railroad Capital Rail Line Rehabilitation Revolving Loan Fund Account is on the agenda for approval at today's Governor and Council meeting at the Windham High School in Windham. This fund, first established in 1994, provides loans for railroad rehabilitation and equipment for Class III Railroads and Cog Railroads that operate in New Hampshire, explains the backup information that accompanies the agenda. The loan program is administered by the state Department of Transportation (NHDOT). Requirements include that the railroad agrees to continue to use the line at least at 80 percent capacity as established over the past three years and to maintain the line and all improvements, plus the state must secure a lien on the improvements and-or equipment at a level at least equal to the loan's principal and interest that will expire when paid off. NHDOT solicited proposals for projects to be funded by repayments of previous loans and only received one proposal. Although that proposal met the program's criteria, it was multifaceted and exceeded the amount of money available in the fund. NHDOT and the Mount Washington Railway agreed, however, that the construction and installation of additional track supports and pilings on its trestle system was a priority and that the money required for that project — $477,000 — was within the funds available. Approving this agenda item will authorize NHDOT to provide financial assistance though the Revolving Loan Fund, allowing the Cog to design and install piers, pilings and supports under its track up the Northeast's highest peak to improve the long-term safety of the passenger excursion service. NHDOT is also authorized to spend up to $4,770 of the total to monitor loan agreement compliance. Once the installation, final testing, and start of operations over the upgraded track is complete, the loan agreement will be replaced with a supplemental loan agreement, which will establish the final borrowing rate and 20-year repayment schedule. The second larger loan agreement on today's G & C agenda is for $750,000 for the construction of a diesel loco- motive, with $7,500 to be spent on monitoring loan agreement compliance. The Railway's application for this loan was also in response to the state's solicitation for proposals and is the result of discussions between the two parties about their priorities, given the available loan funds. Both president Wayne Presby and treasurer Joel Bedor of the Mount Washington Railway Company, both of Littleton, signed the state's paperwork. Five years ago, in 2008, the Presby and Bedor families celebrated 25 years as the proud owners of the Mount Washington Cog Railway. *- Littleton Courier – Wed, Sep 25, 2013 pg. A9 & A14*

September 29th

Summit Museum Closed: "Sept. 29 marked the end of an era on Mount Washington: The nonprofit Mount Washington Observatory officially closed the doors of its Mount Washington Museum, an integral part of the summit for more than forty years. Artifact removal and de- construction began Sept. 30 and "Extreme Mount Washington," a high-tech, interactive educational experience dedicated to the science and wonder of a Mount Washington winter, is scheduled to open next spring. "It's a bittersweet time," said Mount Washington Observatory Curator Dr. Peter Crane. He was among a group of Observatory staff and trustees who gathered to pay tribute to the Mount Washington Museum on its closing day. "While we honor the past, we are thrilled to take this bold step forward with our educational program," announced Executive Director Scot Henley. "The new museum will enhance the overall visitor experience at Mt. Washington State Park, offering the peak's 250,000 annual visitors insight into the mountain's incredible weather and alpine environment. It will be a gem of the North Country that everyone in the Mount Washington community can be proud of." The renovation











"Perfect Day!" *declares Cogger Paul Forbes of his Facebook posted photo (upper right) of the No. 9 Waumbek steaming into the Summit on its September 30, 2013 morning run. He grabs the shot of the 1908 vintage locomotive from the seat of his restored 1926 Model T Ford (above) truck that features sideboards "made of cypress lumber from the Gulf Tanks!" and a green Cog souvenir license plate topper. Rand Peck joins the conversation about Fords and plates with something in red: "Looks great Paul. I used to display my topper on my 1930 Model A pickup."*
- Paul Forbes & Rand Peck photos / Facebook

process, which will run into the spring, is a remarkable undertaking in and of itself. Located 6,288 feet above sea level and eight miles from anywhere, the museum is perched atop a mountain known as the "home of the world's worst weather." Bitter temperatures, high winds, remarkable snow and incredible ice engulf the peak from late October to mid-May. Summer is the only time the peak is accessible by vehicle and the only time construction work can be performed.

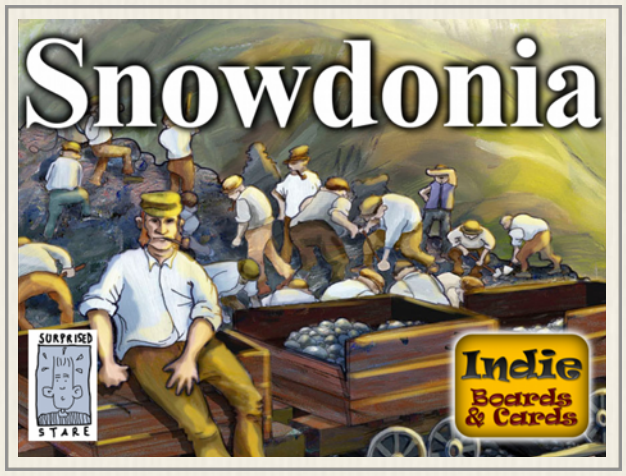
However, summer is also the mountain's peak tourist season. Mount Washington Observatory's mountaintop museum welcomes more than 100,000 visitors each summer, making it the most trafficked museum in the entire state of New Hampshire. It's not the kind of place you can just close for construction. The result is an extremely narrow window of time when work can be done: just one or two weeks be- tween peak visitation and closing of the Mt. Washing- ton Auto Road. "We were able to successfully remove all the old exhibits in less than a week," explained Director of Museum Operations Bill Grenfell, who is overseeing the project. "Our Director of Education and Curator are now working to inventory and catalog all the artifacts, which are slated for permanent homes in our Gladys Brooks Memorial Library or other private collections." A construction team

from the Appalachian Mountain Club began demolition work on Oct. 7 and will stay in the Observatory's private living quarters until site work is completed, hopefully by mid-November. The Appalachian Mountain Club construction crew was "a natural choice for the job," said Grenfell, as they are accustomed to working and living in remote locations. Jeff Kennedy Associates of Somerville, Mass. is de- signing the new museum, which will engage visitors with high-tech, interactive exhibits. The firm has been planning and designing the new space for more than two years, and is currently building the exhibits as modular components in their Somerville facility. The materials will be staged in box trucks at the base of the mountain, so they can be transported to the summit as soon as the road opens next spring. "The only challenge that remains is raising the final funds for the project," says Henley. "Through the support of generous foundations and nearly 300 in- dividual donors, we have raised just over $785,000 towards the total budget of $825,000. If you would like to make a lasting impression on one of the Granite State's most incredible cultural resources, we invite you to support this project." The Observatory is accepting donations on Extreme.MountWashington. org, or by phone at 356- 2137, ext. 230. Gifts of $250 or more earn the donor a named tile in the Mt. Washington State Park Visitor Center at the entrance to the new museum. Addition- al naming opportunities are available. A comprehensive master plan, renderings, and a special preview of the new exhibits are available on Extreme. Mount Washington.org. A ribbon cutting is being planned for early June 2014.

- Littleton Courier – Wed, Oct 16, 2013 pg. A18

October

British Board Game Expansion: A successful Kickstarter campaign between May 13 and June 8 attracts over $55,000 from 980 people to fund a second edition of the board game, *Snowdonia*. The original game had up to five players trying to be the first to successfully build a railroad up a Welsh mountain. Now game designers wanted to add two new scenarios for advanced players. "You've forged your way up Mount Snowdon and built the Ffestiniog Railway - now try out two new peaks! Use excessive dynamite to blast your way through the Eiger, up to the Jungfraujoch (the highest railway station in the world) and on to the Sphinx Observatory. Or climb Mount Washington by building the Cog Railway from Marshfield Station to the Summit. On both these routes snow will be a new hazard, forcing the labourers to dig out track and station sites after snowstorms, but both offer interesting and challenging new mechanisms for the railway building teams *(including slideboards)* i.e. - the Mount Washington scenario handles up to five players with an amusing take on the "Surveyor." (Let's just say: "Wheeeeeeeeeeeee!") There are new trains, including the Snowplow, Foundry Loco and *Old Peppersass*, the first locomotive made for the Mount Washington Cog Railway, which gives you a discount on hauling stone up the mountain. The main gameplay mechanism is worker placement (players place their discs, or 'workers', on board spaces that let them do a particular action – such as gain resources, draw cards etc), but the real meat of the game is in seeing and taking opportunities when they arise – both through taking and using cards and placing those workers." Both editions of the game designed by Tony Boydell sold out. Later in this decade a Brit by the name of Gile Bennett used the Snowdonia game as a way to learn how to use Laravel a free, open-source PHP web framework, created by Taylor Otwell and intended for the development of web applications following the model–view–controller (MVC) architectural pattern and based on Symfony.





https://www.kickstarter.com/projects/2012515236/snowdonia-2nd-edition-and-expansion

October 9th

Federal Shutdown Impact?: "The leaves continue to turn and visitors are still flocking to enjoy the foliage this week in the White Mountains of New Hampshire. Despite the recent federal shutdown, which affects employees of the White Mountains National Forest (WMNF), visitors are unlikely to be affect- ed in this scenic mountain region. "With no entrance gate or toll booth, New Hampshire's White Mountains should appear mostly unaffected to visitors," said Jayne O'Connor, president of the White Mountains Attractions Association



PHOTO BY EDITH TUCKER

The after-five-o'clock shadows of those waiting to board the M3-biodiesel Mount Washington Cog Railway locomotive — the "Abenaki — once the on-foot brakeman indicated that it was safe looked dramatic. The colors on Mount Washington that afternoon were also very dramatic: deep burgundy leaves on the low alpine vegetation, golden-colored sedges and grasses, and colorful foliage on the trees below the alpine zone, interspersed with many dark green conifers.

- Littleton Courier - Wed, Oct 2, 2013 pg A6

(WMAA). "The State Parks are open, the private businesses and the scenic drives are open and even the National Forest campgrounds are open because they are operated by a vendor. "Where visitors will see a difference," she said, "is in the federal welcome centers and ranger stations, as these WMNF centers will be closed, so visitors will need to get their maps and services from the private or State visitor centers instead." "The Flume Gorge, Cannon Mountain, the Mt. Washington Auto Road, the Mt. Washington Cog Railway and Conway Scenic Railroad's 'Notch Train', all with operations in NH State Parks are open with all their services avail- able," O'Connor continued.

- Littleton Courier – Wed, Oct 9, 2013 pg A10

December 5th

EPA Biofuel Production Rules contested: Proposed Volumes Would Cause Plant Shutdowns, Layoffs - Nearly two dozen representatives of the U.S. biodiesel industry are slated to testify at an EPA hearing Thursday about the threat to their businesses under the EPA's proposed Renewable Fuel Standard for biodiesel. Biodiesel – made from a diverse mix of resources such as recycled cooking oil, soybean oil and animal fats – is the first EPA-designated Advanced Biofuel to reach commercial-scale production nationwide. Yet in its recent RFS draft, the EPA proposed reducing biodiesel production to 1.28 billion gallons, down sharply from the industry's production rate of about 2 billion gallons since July. Wayne Presby, head of White Mountain Biodiesel in North Haverhill, N.H, will tell the agency that the proposal threatens the survival of his company. "We are one of the largest businesses in Northern New Hampshire and one of the few that has provided new employment over the past few years," Presby said. "We currently employ 20 people and have grown at an annual rate of 300 percent per year for the last two years. We were intending to further increase our production this coming year and hire additional workers for a third shift, however, the current proposal by the EPA will halt our growth completely and may result in the closing of our business"

- National Biodiesel Board press release Dec 4, 2013 http://biodiesel.org/news/

December 13th

Mt Washington Commission Meeting: "Jack Middleton, Mt Washington Observatory: Summit seems mobbed, but expansion expensive i.e. "Harvey Construction estimated $2 million for the summit building, but the final cost was $4.5 million." - *http://www.nhstateparks.org/uploads/pdf/MWC-minutes-12-13-13.pdf*

Master Planning Begins: "After holding a two-hour-plus visioning session on Friday morning, members of the Mount Washington Commission whose focus is on the Mount Washington State Park concluded that they should undertake a formal Master Planning process that emphasizes both short- and long-term goals. The 60.3-acre Park includes both an Auto Road right-of-way (ROW) and a Cog Railway in-holding atop the 6,288-foot summit. In advance of the meeting, chairman Walter Graff, deputy director of the Appalachian Mountain Club, and State Parks Director Phil Bryce had worked with consulting facilitator Racheal Stuart of Racheal L. Stuart Consulting, LLC, to work out an agenda. They set three meeting goals designed to begin to develop a shared vision for the preparation of the Master Plan required by state law; to develop a shared understanding of the strengths, weaknesses opportunities and threats facing the Park and Commission members, and to continue to strengthen the Commission as a working partnership for the benefit of the Park, the Park system, private sector and non-profit partners and Park visitors. All partners were represented at the meeting, except the Cog Railway. A phone call to president Wayne Presby on Sunday afternoon established that he had been called out of state to an important meeting that he would not miss, and he sent his apologies to all on hand.

Those on hand agreed that the various modes under which visitors arrived at the summit — by motor up the Auto Road, by train up the Cog tracks, or by foot — had interesting and adventurous aspects but that the visitor experience on the summit itself lacks adventure. Graff said that reading the 1970 Ten-Year Plan showed that they follow in the footsteps of visionary leaders, including chairman Gov. Sherman Adams, Joe Dodge representing the Observatory, and Jack Middleton, who is on today's Commission representing the Obs, but then representing the Auto Road and Cog Railway, who all understood that the challenge would always be to manage a finite resource while protecting the summit. The key question remains, Graff said, "What is the summit's carrying capacity?" WMNF Deputy Supervisor Jake Lubera of the U. S. Forest Service called the summit a unique recreational asset with a fragile and hostile environment in which scientific inquiry can be promoted. Auto Road general manager Howie Wemyss said that the only reason to be on the summit is to serve the public. "And we can't serve the public if were not protecting the resource; that's the bottom line," he said. "It's not a good experience once someone reaches the summit; we've got a long ways to go." Middleton said that the issue is to provide a good experience for the public now and in the future with large crowds at some periods of the summer in what is an extremely hostile environment. When the Sherman Adams Summit building was first envisioned the cost estimate was $1.2 million and ended up as $4.5 million. The crane blew over after only two weeks at the summit. Park manager Mike Pelchat outlined a number of infrastructure features that need to be replaced or upgraded, plus some things to be removed or cleaned up, as well as some blue-sky ideas, such as a mile-long ADA-compliant nature trail with a 360-degree view and a land-swap with the USFS to better protect alpine flowers. Commission members agreed that the extensive experience over time of those on the Commission was a major asset but that the reluctance of the Legislature and the public to invest in public infrastructure of all kinds across the state is a major weakness. Middleton suggested that the Commission could make "a very good case" if it decided to ask the Legislature to float a bond to undertake an extensive list of projects after the Parks Department had conduced a rigorous assessment. Wemyss said that Pike's Peak had recently undertaken a comprehensive planning process, and he would be pleased to see if there were lessons that the Mount Washington Commission could learn. At least for new, Commission members said that they would like to work as a whole and not organize an executive committee to begin detailed work.

- Littleton Courier – Wed, Dec 18, 2013 pg A9 & A13



Mountain sunset (2013)
- Paul Forbes photo

2014

January 17th

Boiler Inspection 1: N.H. state boiler inspector Darrell Mallory came to Cog Railway engine shop to watch a hydro test of the No. 9 *Waumbek* power plant. The boiler went up to 175 psi and passed. An operating certificate was issued.

February 13th

Kenison to Step Down at End of Season: "After 20 years of incredible accomplishments at the Cog Railway, Charles Kenison has announced after the 2014 season he no longer wishes to be responsible for the daily operations of the Cog Railway." Wayne Presby says the owners are now "seeking a new manager with management and customer service experience" for the position that "offers an excellent salary, medical and retirement benefits as well as profit sharing incentives commensurate with experience. Charles Kenison has indicated he is interested in working on any future improvement projects at the railway and will be available to consult with and train the new general manager."

- Mount Washington Cog Railway - We Were There FB page

2014 Cog Ticket Prices

Age	3 Hour Round Trip
Adult 13-64	$66 (steam $68)
Senior 65+	$61 (steam $63)
Child (4-12)	$39 (all trains)
Child 3 & under	Free on adult's lap
One-way tickets	$48 (all trains)

March 26th

Cog plans $500,000 Upgrade over Two Years: Edith Tucker writes, " As soon as the weather will allow it, members of the Mount Washington Cog Rail- way track-and-construction crew will start work ripping out the old trestle and then replacing the old track northeast of the Sherman Adams Building just below the 6,288-foot Rock Pile's summit. The existing high trestle will be permanently re- moved along any aging ties that must replaced, and a stretch of track, parallel to the existing one and on its east side, will be installed, designed to more closely hug the cone's terrain, explained Cog Railway president-co-owner Wayne Pres- by of Littleton. An automatic hydraulic switch will be installed, likely in 2015, allowing up to four trains to be at the summit at one time, stopped alongside a reconfigured and more efficiently laid-out platform on the half-acre parcel that's the Cog owns. Handicapped-accessibility is also being up- graded at both the Base and the summit platform. When the project is completed, Presby said, as soon as one or two trains arrive at summit, one or two trains can immediately leave for the Marshfield Base Station, approximately three miles away. The time-consuming process of temporarily chaining the locomotive to the passenger car will also be eliminated, thanks to the change being made in the track's slope. "These changes could potentially increase our ridership by 30 to 40 percent; trains will be able to leave the Base Station every 45 minutes — not every hour, as now," Presby explained. The trip only takes 37 minutes. "When our new computer system is in place, our customers will be able to separately book their trip up the mountain and down the mountain, allowing them the flexibility of staying an hour, two hours, four hours or whatever on the summit, possibly even taking short hikes to experience the al- pine zone. They'll be able to book online or from their iPhones. Cog personnel will use handheld scanners to check the tickets of riders who getting onto trains." Remnants of an old water tower will be removed, in keeping with the Cog's ongoing project of hauling away debris and old ties from alongside the tracks. The Cog Shop crew re-



PHOTO BY CHARLIE KENISON

Opossum

This opossum appeared on the deck at Cog general manager Charlie Kenison's house near the base of the Mount Washington Cog Railway off the Base Road in the Unincorporated Place of Thompson and Meserve's Purchase. Kenison said that this could well be a first!

- Littleton Courier - Wed, Feb 26 2014 pg. A9

cently built a new low-profile heavy-equipment carrier, and the Cog will now be able to haul up its own front-end loaders and the like up to the summit, rather than using the Auto Road. Five bio-diesel locomotives with John Deere have already been built in the Cog Shops, and it is likely that a sixth one will be constructed on-site over the winter of 2014-15. Passenger coaches are being upgraded this winter, by being outfitted with the new "air-ride" system, eliminating the bone-rattling "bumps and jumps" for which the Cog was so well known. "The new system, which we installed in a passenger coach before in 2013, pro- vides a smoother, quieter ride — one that doesn't make our riders feel anxious or scared," Presby said. The introduction of bio-diesel locomotives, plus automated hydraulic switches, has combined to greatly increase ticket sales, producing back-to-back record-breaking years in 2012 and 2013, he said. His wife, Susan Presby, has had great success with group sales to operators of sightseeing motor coaches. The Cog's use of clean bio-diesel fuel — B-20 — has drawn a lot of customers and a lot of attention, Presby pointed out. "MotorWeek," a half-hour show regularly produced by Maryland Public Television that is seen nationally on PBS, the Discovery Network, and Velocity, will feature the Cog and its "green" makeover this year. Nonetheless, the Mount Washington Railway still values its roots and traditions and will continue to run "steamers" up the mountain as long as customers want to enjoy the nostalgia and sense of adventure, Presby said. He recalled that when he and Joel Bedor, both of Littleton, bought the Cog in 1983, only some 25,000 people a year bought tickets. Now that figure stands at about 90,000, with the great leap in ridership coming in the last decade. The first bio-diesel locomotive went into service six years ago in 2008. *- Littleton Courier – Wed, Mar 26, 2014 pg. A10 & Berlin Reporter - Tues, Mar 25, 2014 online*

April 5th

Sunday News Correspondent John Kozoil reports the ***Manitou & Pike's Peak Railway*** in Colorado has reached out to Wayne Presby and Joel Bedor, who have owned the Cog Railway for 31 years, about the possibility of ***buying locomotives*** from them, a development that Presby, during a recent telephone interview, said is very positive. Presby said. "They haven't made a firm commitment to us, but we've been talking to them for the past year or two, and they're looking to replace some locomotives from the 1960s. We haven't come up with a figure for them, but I can tell you that similar locomotives built by European manufacturers would sell for between $2 million and $3 million," said Presby, who conceded that it was "pretty heady stuff" for the Cog to make its locomotive.

- http://www.unionleader.com/article/20140406/NEWHAMPSHIRE0501/140409440#sthash.buXPoThp.dpuf

April 8th

Coös County Planning Board reviews Summit Switch Building Permit: Chairman John Scarinza recognized Wayne Presby, Cog Railway Owner and Charlie Kenison, General Manager. John Scarinza stated that he had spoken with John Robinson, N.H. Department of Transportation, Bureau of Rail and Transit, who regularly inspects the Cog Railway and says Mr. Robinson is thrilled to have the proposed upgrade to the switches completed. Robinson supports the project and the switch design and noted that it is specialized work with only one other similar mountain railroad in this country located at Pike's Peak. Mr. Presby stated... the goal of this project is to replace 300-feet of existing line and add a switch that will allow trains to pass each other at the summit. He credited the design work for the new switch to Chief Engineer Al LaPrade (retired from the Portsmouth Naval Shipyard). Mr. LaPrade designed the first switch which has been in operation for 14 years. Mr. Presby stated that the new switch has a very heavy duty design and weighs 100,000 lbs. compared to the old switches that weighed some 10,000 lbs. Charlie Kenison stated that all the work will be completed on the Cog's Right of Way or Cog's private property. John Scarinza assured Board members that once the work is complete, it will be inspected by the State Bureau of Rail and Transit. There being no further questions, all Board members voted in favor to approve the Cog Railway building permit application as submitted.

April 26th

145th Opening: "The Mount Washington Cog Railway, the world's first mountain-climbing cog railway, will be opening for its 2014 season bringing visitors from all over the world to the summit of the Northeast's highest peak on Saturday, April 26. The season marks the 145th year of operation for the Cog. This year, the Cog will once again be offering the popular events including Ride & Observatory Tours, Photo Workshop Tours, annual Railfans' Day and a Holiday Family Festival. Look for more details on all events online at the cog.com As part of each three-hour round trip on the Cog, passengers spend about an hour on the summit, where those ticket holders get free admission to the new summit weather museum created by the Mount Washington Observatory. The exhibit provides a fascinating look at the extremes of winter on Mount Washington, all

from the comfort of an interactive exhibit located in the lower level of the Sherman Adams Visitors Center. Throughout the season, there are special trains and discounts for our guests. Starting Memorial week- end, the Cog will be firing up its vintage steam trains, and will be running the steamer as the first train up the mountain throughout the season on scheduled days. Beginning June 16, everyone saves with $15 off their ticket on the last train on most days. Even this fall, passengers can save with a $10 discount beginning in September (excluding Holiday periods). The details on the train schedule, specials and discounts can be found online. *Old Peppersass*, the train that built the Cog Railway, so nicknamed for its pepper-sauce bottle shape, is on display at the Marshfield Base Station and the Cog Railway Muse- um. The museum is full of memorabilia about this pioneering railroad. Admission is open to the public and free to all. Tickets for Cog Railway excursions can now be purchased online at www. TheCog.com. Due to the popularity of the rides, buying tickets in advance is strongly recommended. The Cog will be running weekends only until Memo- rial Day Weekend. Visit the schedule online for times. The Cog is located at Marshfield Base Station on Base Road, Mount Washington, NH just 6 miles off route 302 near Historic Bretton Woods. For more information and the daily train schedule, visit www. thecog.com or contact The Cog at 1-800-922-8825 or in New Hampshire at 278- 5404.

- Littleton Courier – Wed, Apr 30, 2014 pg. A17



COURTESY PHOTO

The Mount Washington Cog Railway's latest solar-powered automatic hydraulic switch project began on Monday, April 21, on the Rock Pile's summit in Sargent's Purchase, when Ed Ladd drove an excavator off the new specially constructed heavy-equipment flatbed carrier after the M-4 bio-diesel locomotive had pushed it up the tracks to the construction site. The $500,000 project, including the construction of a short stretch of additional end-of-the-line tracks, will take two years to complete and will allow a 30% to 40% increase in the number of passengers able to reach the 6,288-foot peak on a 37-minute-long trip.

- Littleton Courier - Wed, May 7, 2014 pg. A12

May 7th

White Mountains Spring Ready: "With the arrival of spring, changes at the big attractions in the White Mountains have become more apparent. Additions and expansion projects will be wrapped up and ready for visitors when these popular New Hampshire destinations open their doors for the upcoming summer season. "The owners and managers of the attractions are always on the lookout for ways to enhance their properties," said Jayne O'Connor, president of the White Mountains Attractions Association. "There is a lot of competition for peoples' time out there, so we see the Attractions work every year to improve the visitor experience. The Mt. Washington Cog Railway is making its fifth biodiesel locomotive part of its regular fleet this season, while keeping one old-fashioned steam engine on the schedule for early morning runs. The environmentally friendly, mountain-climbing biodiesels are built right at the base of the Cog Railway. *- Littleton Courier – Wed, May 7, 2014 pg. C3*

May 12th

Boiler Inspection 2: State inspector William M. Leyden came to engine shop to watch the No. 6 *Kancamaugus's* boiler be hydro-tested successfully to 280 psi. However, no operating certificate was issued because the safety valves specs were unreadable and the lead seals on them were damaged. Cog manager Charlie Kenison asked for a 30-day extension so the new safety valves could be installed and a re-inspection could be completed.

May 13th

Mt Washington Commission Meeting: 50th anniversary of Mount Washington State Park. The Cog's summit trestle work will be completed by May 31st.

- http://www.nhstateparks.org/uploads/pdf/MWC-minutes-051314.pdf

Sherman Adams Entrance: "After hearing the details of the planned project to substantially improve the entrance to the state-owned Sherman Adams Building (SAB) in Mount Washington State Park atop the summit, all members of the Mt. Washing- ton Commission agreed at its May 13 meeting that using $100,000 in the Mount Washington Fund to help pay its total cost is justified. The meeting was chaired by AMC senior vice



A pair of Cog work trains head for the summit with wood for new platform (2014) - Mike Pelchat photo / MWCR: We Worked There FB

president Walter Graff, who hosted the meeting in a classroom at the non-profit's Pinkham Notch Visitor Center. The state Bureau of Public Works had estimated that the capital project at the entrance to the 34-year-old building would cost $375,000 but the low bid of three, submitted by T-Buck Construction of Auburn, Me., came in at $496,630 — $121,630 more than anticipated. Some of the needed funds will come from changing other capital projects, but using dollars set aside in the special account is the only way the project can be done this summer as planned, explained Division of Parks and Recreation Director Phil Bryce. Before that can hap- pen, Governor and Council must approve the contract, likely at one of its two meetings in June. The contractor must then go before the Coös County Planning Board for the Unincorporated Places. The very harsh, remote conditions under which the work must be done as well—as the requirement that the facility must remain open during the construction period — is thought to account for its high cost. The project includes replacing the existing worn-out doors with two sets of new doors, creating a windowed airlock in which passengers can wait to get back on the Mt. Washington Cog Railway. The traffic flow of visitors — Auto Road users, Cog passengers, and hikers — trying reach the reception-information desk, the contract U.S. Post Office, and bathrooms is often blocked or impeded on busy days. Closing in a part of the existing entryway canopy to create an un- heated garage with over- head sectional rolling steel doors in which to store the tracked Snocat, which is now kept outside and must often be de-iced before use is also included in the project, explained Mt. Washing- ton State Park manager Mike Pelchat. Signs over the doors will allow visitors to see where the main entrance to the building is located, even when the summit is in the clouds. The windows, shingles, trim and finish work were all selected to blend in with the SAB's distinctive 1980s appearance, designed to provide safe quarters for the Mt. Washington Observatory staff year-round and amenities for hundreds of seasonal tourists and hikers. The new entryway windows that match the many existing ones in the SAB cost a total of $75,000. An enclosed loading area will also be constructed behind the entrance, allowing deliveries and trash pickups to be made in high-wind and driving rain conditions and will also protect an existing potable water wellhead. New drains will be installed to send to surface water away from the well. "This will all be a big improvement," said Cog co-owner Wayne Presby. In a change that was made when off-the-grid electricity was brought to the summit alongside the Cog Railway, electrical equipment fills most of the rest of the existing closed-in canopy space. Longtime Observatory trustee, Commission member, and attorney Jack Middleton of Freedom pointed out that another project — re- pairing the crumbling concrete on the Obs tower for some $70,000 — must be a top priority. Chunks of concrete have already fallen and water is now leaking into the structure. This summer some repairs will be to the tower's viewing platform that provides scientists access to a variety of weather instruments and communication devices. Even though it is the top priority item on the summit and monies have been allocated, the bulk of the project cannot be done until the good weather months in 2015, however, Bryce said. The Division lacks adequate staff to plan and oversee the number of projects needed to bring the state's park system up to today's standards, he said. The Division chief explained that one or two new Parks Division positions could be created to provide staff architect-project manager Tom Mansfield with more help to reduce

NOW HIRING: TRAIN Brakemen, Cashiers and Ticket Sales for immediate openings. Please apply online or in-person. To apply online go to www.thecog.com/cog_employment.php. Apply in person at The Mount Washington Cog Railway, located at Base Station Road, Marshfield Station, NH. 6 miles from Rt 302 and Bretton Woods. 603.278.5404

his long list of responsibilities.

- Littleton Courier – Wed, May 28, 2014 pg. A12

June 10th

Boiler Inspection 3: Inspector Darrell Mallory returned to the Base to watch the No. 2 *Ammonoosc* get hydro-tested. It went up to 175 psi and conditions were deemed satisfactory to issue an operating certificate.



PHOTO BY EDITH TUCKER

Congresswoman Annie Kuster, a Democrat of Hopkinton, visited the Marshfield Station of the Mount Washington Cog Railway to be given an update by Cog co-owner Wayne Presby, right, who introduced him to the man who will be the Cog's next general manager, Gareth Slattery, taking over that key position when Charlie Kenison retires on Dec. 31.

August 12th

Record Broken Again?: "The Mount Washington Cog Railway is heading toward setting another record-breaking year, the third in a row, Cog co-owner Wayne Presby told Congresswoman Annie Kuster, a Democrat of Hopkinton, on Tuesday afternoon, Aug. 12. "The new bio-diesel-powered 612- HP 6-cylinder turbo-charged locomotives have made a big difference; the trips are faster and cleaner, and the locomotives more reliable," Presby explained. "Once a day a steam engine pushes a passenger car up the track, pleasing our nostalgic steam buffs." The Cog is in a two- year process of building a new half-million-dollar automatic solar-powered hydraulic switch and platform at the summit, de- signed by mechanical engineer Al LaPrade of Jefferson. Construction will start this fall to build M-6 — a sixth bio-diesel-powered locomotive — in the on-site shops, likely to go into service in 2016. Another more comfortable passenger car will also be built, ready for use when the new summit switch goes is ready to use. "Our ultimate goal is to gain far greater flexibility in how long passengers can stay on the summit," Presby said. "In the past, only a 20-minute stay was permitted, but that has changed to an hour, lessening the pressure for quick service in the Sherman Adams summit building. In the future we hope to be able to allow passengers to spend the day on the peak if they want to." Presby also introduced Kuster *(above)* to the Cog's next general manager, Gareth Slattery, who is aready living in on-site housing. Slattery worked for the Cog some years ago and says that it's been like "coming home" to be working alongside general manager Charlie Kenison, a Jefferson native who will retire at year's end and move below the Notches. Slattery graduated in 1998 from Gorham (Me.) High School, spent a ski bum year in Colorado, and then graduated in 1993 from the University of Maine at Farmington. The father of two sons, one at Profile High School and the other trying to qual- ify for the US Ski Team, Slattery spent much of his career at Cannon Mountain, including a seven-year stretch as operations manager.

- Littleton Courier – Wed, Aug 20, 2014 pg. A14



Carolyn Poltrack, Margie & Fanny Teague at the Summit during 2014 reunion.
- Art Poltrack Collection

September 6th

Cog Crew Reunion at Base Station *(next page)* with trip to summit *(left)* - follow-up to 1999 event

September 9th

USDA conducting ***aerial photography survey of Coös County***, New Hampshire overflies Fabyan/Base/Summit area on 7.25.14, 8.25.14 & 9.9.16 - Base Station seen *(next page)* on September 9th - image includes Ammonoosuc Trailhead parking area.

September 12th

Shirley Kent: "Fall 2014, they still had two steam engines at the base. They were alternating them for the 8:30 trip. One was the Deuce *Ammonoosuc*, and the other was the 9 *Waumbek*." Kent family photo in front of deuce Sept 12, 2014" *- FB We Were There group*



September 13th

Search & Rescue: Conservation Officers from New Hampshire Fish and Game were out overnight Saturday, along with personnel from Twin Mountain Fire Department and a manager from the Cog Railway who volunteered to help, these rescuers conducted a search on and around the Jewel Trail, which descends down Mt Washington on its western side. At approximately 9:30 p.m. on Sept. 13, Chris Trottier, 55 years old, of Amesbury, Mass. was reported missing by his wife. Trottier and his sons had been hiking down Mt. Washington when Trottier started suffering from a pre-existing medical condition. Trottier and one of his sons got into an argument, and they separated for the last part of their decent. After waiting several hours for their father, they returned to their homes in Massachusetts, where Trottier's wife reported him overdue from his hike. The weather for Mt. Washington area for the overnight was rain and temperature drop- ping into the 30's, which was a concern. Trottier's car was located in the hiker parking area of the Cog Rail- way. Two rescue parties were formed one hiking to tree line on the Jewel Trail the other covering the lower end of the trail. After completing their assignments and hiking down the trail, voice contact was made off of the trail with Trottier. Rescuers hiked off trail and located Trottier in a heavily wooded area at 3:30 a.m. on Sept. 14. He was cold, wet, disorientated but was able to walk out with assistance from the rescue party. Arriving at the trail head at 5:05 a.m., where he was transferred to a Twin Mountain Ambulance and brought to Littleton Regional Hospital in Littleton for further evaluation.

- Littleton Courier – Wed, Sep 17, 1014 p. A11 & A13





PHOTO BY EDITH TUCKER

OOPS!

The plaques explaining the history and significance of Mount Washington and the Omni Mount Washington Hotel in Bretton Woods were recently installed on the scenic overlook with a panoramic view that was dedicated last fall to District I Executive Councilor Ray Burton of Bath. Located across from the Grande Dame on Route 302 East, this site is part of a National Scenic Byway and much of its construction costs were paid for with federal Byway funds. Unfortunately, the summit's height is listed at 6,286 feet, and not the 6,288 feet now accepted as its true height, recorded on Bradford Washburn's popular Presidential Range map. Back in 1917, mapmaker Louis F. Cutter recorded the summit's elevation as 6,290 feet, as it was then thought to be.

October 29th

288 or 286?: "Listing a new elevation for Mount Washington on the Ray Burton Overlook on Route 302 that is two feet shorter than the one used for the last four decades has led to a lively e-mail debate. NH Department of Transportation (NHDOT) was the lead (agency) on the three interpretive panels located at the Ray Burton Overlook," Jillian Edelmann of NHDOT recently wrote in reply to an inquiry about why Mount Washington's elevation is listed on the center panel as 6,286 feet, rather than 6,288 feet. The higher figure — 6,288 feet — is used on Brad Washburn's map, published and sold by the Appalachian Mountain Club (AMC) as well as on all of Mount Washington State Park's pins, magnets, and other goods sold to some of its 300,000 yearly visitors. "As far as the elevations, they are based on the latest USGS elevation models, and interpretation of the models developed for the National Elevation Dataset (NED)," explained Edelmann, who is currently on a maternity leave. "As new GEOID's are developed to model sea level, elevations above sea level will change, and be represented in the National Elevation Dataset. The current model is based on Geoid 12A, and Mount Washington is assigned an elevation based on this Geoid 12A of 6,286 feet," Edelmann stated. ("The 'geoid' is a model of glob- al mean sea level that is used to measure precise surface elevations,' according to NOAA's National Ocean Service website.) "The elevation of 6,288 feet was assigned a num- ber of years ago based on the Geoid developed for NAVD of 1988, which is an adjusted elevation based on the 1929 NGVD elevation of 6,284 feet," she explained. "The 1929 model elevation at the summit of Mt Washing- ton of 6,284 feet is still stamped on the USGS disk located on the summit of Mt. Washington. The elevation of 6,288.2 feet is based on NAVD of 1988 and is a mathematically calculated adjustment of the 1929 based elevation. "As future Geoids are modeled, these will affect the assigned elevations in the National Elevation Dataset and thus the assigned elevation on the summit of Mt Washington, and others," Edelmann continued. "The elevations assigned to the summit of mountains will inevitably change again in the future," she explained. "We believed the sign (panel) should reflect the most current elevations from the USGS National Elevation Dataset and used that." Full-time AMC cartographer Larry Garland, who works out of an office located in the AMC Pinkham Notch complex, said, "I've read with interest the information about the 'elevation change' of Mount Washington as represented at the Ray Bur- ton Overlook in Bretton Woods. "The reference links cited by Jillian Edelmann lead to the geonames (GNIS) web site of the US Geological Survey, which clearly states 'Elevations in feet/meters from the National Elevation Data- set". One can follow links to http://pubs.usgs.gov/ of/2014/1008/ "Accuracy Assessment of the US Geological Survey National Elevation Dataset, and Comparison with Other Large-Area Elevation Datasets – SRTM and ASTER." Garland points out. "This report documents the statistical validity of the NED: indeed, the Geoid 12A and the NED are mathematical models, which inherently contain mar- gins of error. "To illustrate, on page 3 of this report, Table 1 documents the April 2013 NED version as having a 1.55 meter RMSE (root mean square error), and Table 4 on page 5 cites a 2.57 meter RMSE for Barren Land (assumed by me to be the appropriate Land Cover class for the summit of Mt Washington). "A further caveat is noted on page 6: '...if users need specific ac- curacy information for the NED for a local area, a separate assessment should be done with suitable reference data just for that area ... high elevation, steep slope lo- cations are under-represented in the reference [control points] dataset.'" "In short," Garland notes, "NED elevations are 'assigned' based on mathematical models, not measured. "By comparison, Bradford Washburn surveyed the Presidential Range in the 1970s-1980s using laser range find-

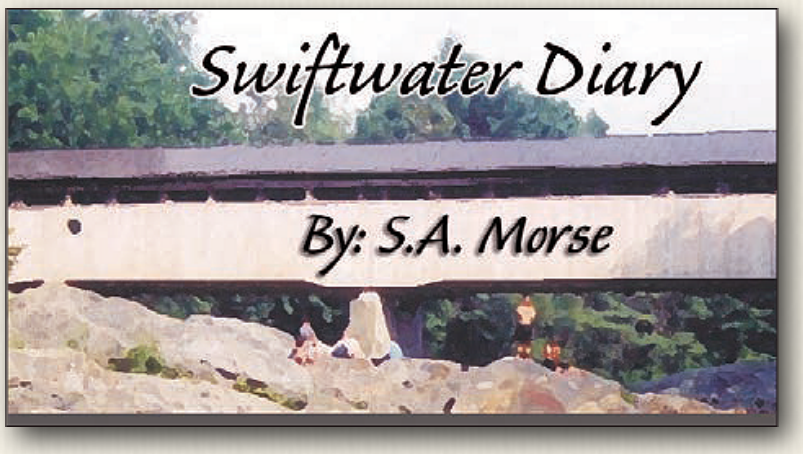
ers," Garland explained. "As documented on page 71 in 'Appalachia' mag- azine, Vol. XLVIII, June 15, 1991: "Measuring angles, both horizontal and vertical, was done with a Wild T-3 precision theodolite ... accurate to one second of arc, which is about an inch at a distance of three miles." And: "We measured distances with... a laser Rangemaster II... to within a millimeter." "Of course, Wash- burn had to reference a base elevation to make his observations, and that base reference is subject to contemporary scrutiny, but measurements to within an inch or two are a far cry from modeled elevations with a 1.5 to 2.5 meter error. (Washburn's measured elevation of Mount Washington is 6,288 ft. He also surveyed more than a dozen other summit elevations in the Presidential Range.) "Technology is continually evolving," Garland continued. "New methods beget new models; new data invites interpretation. "I dare say that the models are changing faster than the elevations of the mountains themselves! There will always be differences and discrepancies when measuring mountains, and we should be mind- ful about interpretations of accuracy. The conclusion of the above-cited Accuracy Assessment report states: 'When fundamental geospatial data such as that contained in the NED are thoroughly assessed and documented, then the data can be more appropriately applied with increased confidence in the resulting findings and conclusions.'" Mike Pelchat, manager of Mount Washington State Park, added his comments to the e-mail conversation: "I think Jillian Edelmann managed to find the only mapping site (experimental until 2022) that gives the Mount Washington Summit a different elevation other than 6,288 feet," he pointed out. "On other USGS sites the elevation is still 6,288' — http://pubs.usgs.gov/ gip/Elevations-Distances/elvadist.html#East." Pelchat also sent along a photo of the summit benchmark that, although faded, still reads 6,288.176 feet. AMC Vice President of Outdoor Operations Paul Cunha also sent an email listing all the elevations marked on the Presidential Range photo on the central panel at the Burton Overlook, "I stopped at the wayside on my way to the AMC Highland Center this morning and noted all the elevations on the signage — none of them correct, Cunha wrote. "While a couple vary by only a few feet that could be explained by different sources/methods, others are way different," he said. "Here are the elevations presented on the panel sign (first) and then the elevations from AMC maps that come from Brad Washburn's laser survey: Mt Dart- mouth, on the panel, 3,688 feet vs. 3,727 on the AMC Washburn map; Mt. Jefferson, 5,659 vs. 5,716; Mt. Clay, 5,525 vs. 5,533; Mt. Monroe, 5,305 vs. 5,372; Mt. Pierce, 4,291 vs. 4,312; Mt. Franklin, 4,977 vs. 5,001; and Mt. Eisenhower, 4,757 vs. 4,760."

- Littleton Courier – Wed, Oct 29, 2014 pg. A13 & A14

November 3rd

288 it is!: "An interpretive sign recently installed by the state Department of Transportation as part of an informative set of panels at the Ray Burton Scenic Byway on Route 302 across from the Omni Mount Washington Hotel in which the elevation of Mount Washington and of other summits in the Presidential Range are listed differently from those traditionally used will be changed before Thanksgiving. Both Brian Fowler of Madison, a retired consulting engineering geologist who has previously worked with NHDOT on the integrity of Old Man of the Mountain during I-93 construction and still works for the U.S. Geological Service in producing the surficial geology maps (7.5 minute quadrangles) in this area, and full-time Appalachian Mountain Club (AMC) cartographer Larry Garland collaborated to bring to the attention of state Transportation Commission- er Christopher Clement that the elevation data used on the Burton By-way sign is inappropriate and does not reflect the elevations vetted and accepted by the USGS. Fowler met with the Commissioner and his staff on Monday, Nov. 3, and convinced them that the sign should not remain as is, citing the credibility of AMC's standing in this matter among other arguments. Clement agreed that the signs had been made in error and, with AMC's concurrence, would be replaced as soon as possible with the elevation of Mount Washington listed as 6,288 feet. The elevations of the other summits will be removed altogether. The new sign should be in place by Thanksgiving, and the 6,286 feet designation for the Northeast's highest peak will no longer be in place. None of the souvenirs sold atop the N.H. Parks Division summit gift shop in the Sherman Adams Building or in the Mount Washington Observatory's new Discovery Museum gift shop will have to be changed, and Brad Washburn map commissioned by both AMC and the Obs can keep the 6,288-foot summit.

- Littleton Courier – Wed, Nov 12, 2014 pg. A10

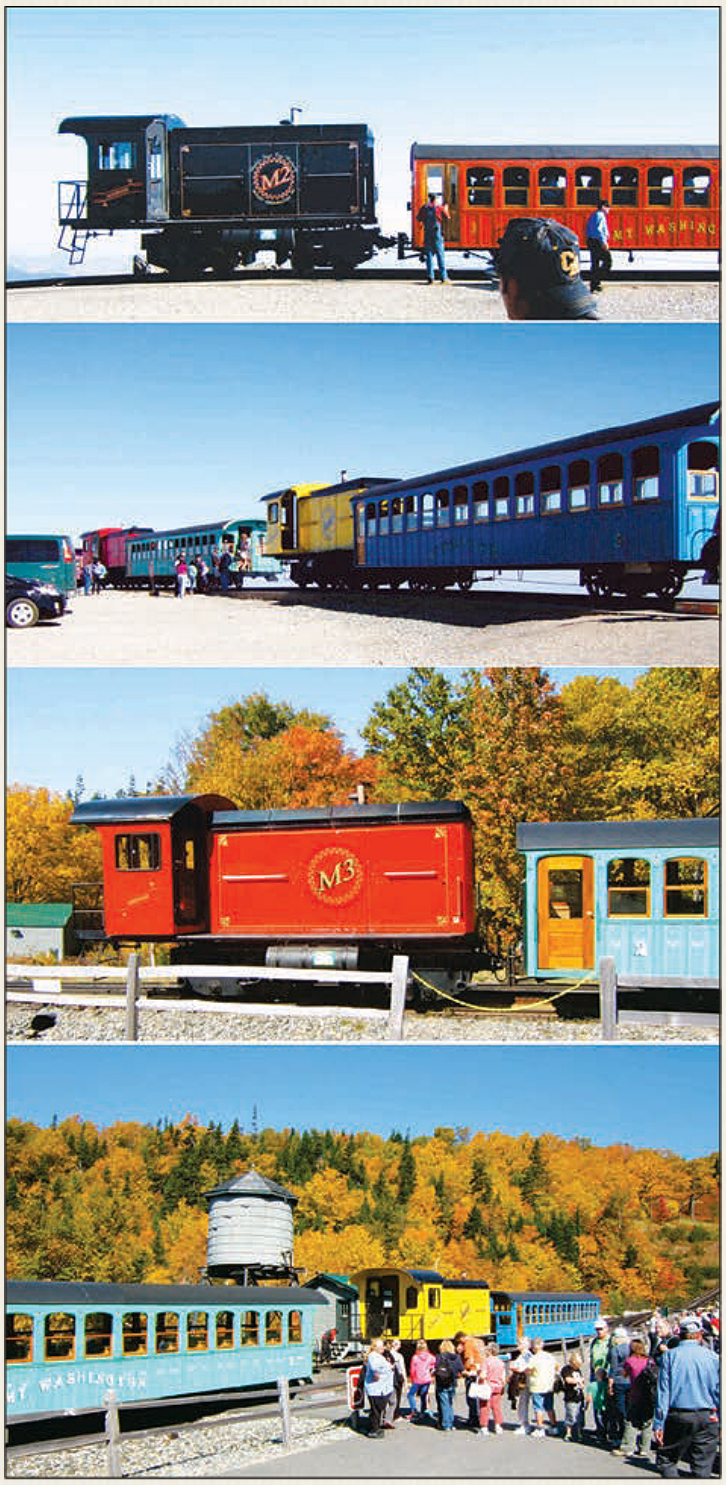


November 12th

Swiftwater Diary by S. A Morse: "The Mount Washington Cog Railway is at once the oldest and the newest

mountain-climbing cog railway in the world. I can say this because it is definitely the oldest, and if there is any other that is still building engines and cars in 2014 then we don't know it. The first climb happened in 1869. The last was yesterday or today or tomorrow till Nov. 30 *(2014)*. They run every half-hour, 9-5. On the way up, Ammonoosuc Ravine with its elegantly steep trail is on your right and at higher elevations you get a glimpse of the Lakes of the Clouds AMC Hut.

The Rigi-Bahn (railroad) that runs from the Lake of Lucerne at Vitznau to the top of the mountain called Rigi is the oldest cog railway in Europe, patterned after the Mt. Washington version, slanted steam locomotives and all. It made a test run in 1870 and began service in 1873. Our Cog Railway runs up 3588 feet in altitude, from a base at 2700' to the summit at 6288'. The run takes about 35- 40 minutes depending on traffic, and the pow- er is biodiesel, 16 gallons up and 2 down. The biodiesel is cleaned up from the Cog Station's kitchens. The engines today are modified from Mid-western combine engines. The cog wheels, rail wheels, frame, gears, cooling systems, brakes, compressor systems, hydraulics, and housings are built on site in the Cog Railway shops. There are five new engines and one old steamer (*Ammonoosuc*) that is used daily for old times' sake. The Rigi-Bahn runs up 3660 feet from the lake to the summit, at altitude 5085'. It is electrified with 1500 volts in an overhead wire. It shoots up the hill hourly to the summit in half an hour. It stops for kids carrying skis. They pile out at the summit and ski on the mountain slopes with a choice of lifts. When done, they ride down again home.



(Photos taken 28 Sept. 2014 by yours truly.)

S. A. Morse writes his Swiftwater Diary from Goose Lane Farm in Swiftwater.

From the top of Washington you look out onto the Great Gulf, flanked by the range of Clay, Jefferson, Adams, and Madison. Or south to the Lakes of the Clouds and its Hut, to Monroe where we always climb up to watch the sunset. Or east to look at the Wildcat ski area. We chose the hottest Sunday of late-September to indulge in an excursion to the Cog. People in shirtsleeves and shorts were lined up to touch the summit cairn. We'd been there before, so didn't bother. We found a grand new (to us) Sherman Adams Summit Building built some time ago when a bronze plaque proclaims that the then-current New Hampshire Executive Council included our friends Malcolm McLane (father of Annie McLane Kuster; co-founder of Wild- cat, former Hutman at Greenleaf, Mayor of Concord, wartime pilot, husband of our beloved Susan Neidlinger McLane of Hanover) and the indispensable late Raymond Burton of Bath.

This grand building has a flat roof from which you can look down on the hikers, or see the views mentioned above. Within there is a café, where we got some tea. We sat at a long table and a rather younger man stopped to sit at the other side. He had walked up from Pinkham Notch and seemed glad to sit down. I mentioned skiing the summit cone in the springtime. He mentioned doing the same, only continuing past the lip and on to the entrance to Hillman's Highway, where you dive in and make a jump turn, and skiing down that and the Sherburne Trail all the way to the bottom NON STOP. I bowed. I mentioned that one spring; the Dartmouth ski coach Walter Prager set the giant slalom course for the Harvard-Dartmouth slalom in the lower to middle parts of Hillman's Highway. The he climbed up above, under the rocks, and put his skis on. Then he made a few curves at speed and faced across the slope, stuck in his poles and did a Sig Buchmayer 180 aerial, skis vertical and then back horizontal, aimed the other way. We had never seen him play like that on skis before. I mentioned that my last summit trip was with Walter Prager and

we were setting out flags for the racers in the Inferno, that (almost never) runs from the summit to Pinkham down over the lip and the headwall of Tuckerman's Ravine. (I know you're not supposed to say that "'s", but, being natives, we do.) I have a picture of Brookie (supposed to say Brooks) Dodge in the sun above the lip. When Walt and I got back there the sun had gone and the lip was frozen, so we had to down-climb using our ski poles upside-down for arrests instead of ice axes. Next day was total fog and no race.

The train takes about the same time going down, stopping on a siding to let an up-climbing train pass. On the way down, the car and the engine are not connected, so no tugs and snugs, only snugs. The car has its own brake system (and a brakeman) if needed. Either way, the engine just hums; no roar. But an occasional toot. Somewhere near here *(previous page)* there is a collage of photos showing bio-diesel Locomotives M2 (black and deep blue on the summit), M3 (red at the base station), and M4 (yellow at base and again at summit, pushing the blue car. The cars hold 56 people each."

- Littleton Courier – Wed, Nov 1, 2014 pg. C1

November 26th

NH Grand Grant: "The Northern Border Regional Commission recently approved a $200,000 grant to continue to expand New Hampshire Grand into a multi-faceted destination management organization. NH Grand, the official visitor information source for Coös County, will use this funding to completely renovate and upgrade its website with new and interactive content, as well as to enhance and expand its marketing and public relations efforts. "With this significant NBRC grant, in addition to other grant funding, NH Grand is positioned to grow and enhance its marketing capabilities in a way that benefits the entire North Country, while also multiplying the im- pact of NH Grand partner contributions," said Karl Stone, marketing manager for NH Grand. "NH Grand's cooperative marketing part- ners have experienced considerable growth: the Mount Washington Cog Railway enjoyed its second straight record year; ELC Rafting is expanding; the popularity of the 1,000-plus mile Ride the Wilds trail network has skyrocketed and retail businesses, such as Fuller's Sugar House, have benefited from cooperative marketing. NH Grand also played a key role in many successful events, such as the Jericho ATV Festival and the Lancaster Fair." This critical funding will allow NH Grand to redesign its website to incorporate the latest mobile capabilities, multilingual accessibility to promote expansion into the Canadian market, new content, including photos, videos, maps and itineraries, deeper and more effective integration of social media and search engine optimization. NH Grand will look to incorporate new web-site features and content, including interactive mapping, customizable trip planning and a booking section, as well as action shots of Grand North attractions, such as ATV riding, rafting and fishing. In an effort to establish NHGrand. com as the focal point of NH Grand's marketing and public relations efforts, the new web- site will incorporate an enhanced media room, featuring press releases, photography and video for media use.

- Littleton Courier – Wed, Nov 26, 2014 pg. A9

December 24th

Ridership Record Set: "We did have another record-breaking year," replied Mount Washington Cog Railway president and co-owner Wayne Presby of Littleton to an e-mail inquiry about this year's ridership. "This year, we had over 90,000 riders! We were up almost 10 percent over last year. And this is our third record-breaking year in a row." The ridership is up by more than 50 percent in the last five years since 2009.

General Manager Charley Kenison, a Jefferson native who has lived near the Cog shops for a number of years, will officially retire on New Year's Eve Day, although, Presby points out, that is not entirely true. Kenison has committed to



After setting a ridership record for the third year in a row, members of the Presby and Bedor families, of Littleton, who own the Mount Washington Cog Railway have decided to build its sixth bio-diesel locomotive like this one over the winter, as well as another air-ride coach over and once conditions allow it next spring to complete installing a platform, switch and a segment of dual track close to the summit in Sargent's Purchase.

continue to work on improvement projects. In particular, he will continue to work on the completion of the $500,000 new switch- and-siding project, designed to allow the Cog to continue to increase its ridership and also to build flexibility into its schedule by allowing four trains to be at the 6,288-foot high summit at the same time, Presby explained. Trips now only take 37 minutes and the changes underway will allow trains to leave the Marshfield Base Station every 45 minutes, rather than every hour. "We've also decided to build a sixth bio-diesel locomotive as well as another air ride coach, both of which he will be working on," he said. Air ride coaches smooth out what can be a jolting trip in one of the older coaches. The new "greener" locomotives, featuring John Deere motors, as well as the coaches are built on site by skilled employees in the Cog shops located at the bottom of the Cog tracks. Alpine Machine in Berlin fabricates some parts.

This summer Gareth Slattery of Franconia was named the next General Manager. He started his work life at the Cog and returned earlier this year after spending much of his career in the ski world, most recently as the operations manager at state's Cannon Mountain Ski Area. Slattery's reputation is stellar. Karl Stone, previously of SkiNH and now marketing manager at Northern Community Investment Corp. (NCIC), said, "During his time in the ski industry Gareth consistently showed the ability to adapt and complete any challenges that present themselves. Managing outdoor-based tourism businesses in our region means every day brings a new adventure, and his past experience should be very beneficial as General Manager at the Cog Railway." New Hampshire Grand has named the Mount Washington Cog Railway a Grand Adventure. Now completing its 145th season of operation, it was the first mountain–climbing cog railway in the world and remains the only cog railway east of the Rocky Mountains. It was designated as a National Historic Engineering Landmark in 1976. The Cog has introduced many new features in the last several years, including the first bio-diesel locomotive in 2008, double passing tracks and solar-powered automated switches that have not only speeded up the trip but also made it more comfortable. A concerted effort to increase group sales to motor coach tours has also resulted in improved revenues. Nonetheless, the Mount Washington Railway still values its roots and traditions and will continue to run "steamers" up the mountain — ordinarily on the first run of the day—as long as customers want to enjoy the nostalgia, sense of adventure, and distinctive smell of burning coal. Presby recalled that when he and Joel Bedor, also of Littleton, bought the Cog in 1983, only some 25,000 people a year bought tickets.

- Littleton Courier – Wed, Dec 24, 2014 pg A5



Climbing Jacob's Shadow in September (2014)
- Paul Forbes Collection



2015

January 8th

Change of Signage Route 302 E and Base Road - The Mount Washington Cog Railway was before the (Planning) board for a consultation on a change of signage at the junction of Route 302 E and the Base Road. The Chair asked Mr. Presby if CNL owned the property the existing sign sits on. (Presby) said through his research he found out that the Fabyan Railway Station went up for auction years ago. Mrs. Teague, owner of the Cog Railway at the time, bought the station to protect the area where her sign was, and then sold the property to the hotel. At that time an indentured agreement became legal between the Bretton Woods Corp. and Ellen Teague, dated August 31, 1979. That agreement gives the Cog Railway the right or ability to keep the sign there. The new sign will be where the existing sign is now and will replace the old sign. (The sign) is approximately 17 feet high and 28 feet wide. The Cog would like to start building the sign soon before the bans on the roads that happens every spring are up. Planning Board member Michael Hogan does not want to okay anything that is not defined and then be setting a precedent. Member Ken Mills said that it fits the Purpose and Intent of the Sign Ordinance. Mills said now instead of having a sign with a train on it you will have a train with a sign on it. Hogan wants to make sure that we do not end up having trucks or old cars with signs on them all over town. Bonnie Moroney wanted to know how they were going to secure the sign as the winds are really high in that area. Gareth Slattery, manager of the Cog Railroad, said a design is not in place yet but the sign will be very secure. Discussion continued on fencing, state guidelines, resolving the meaning of "vehicle" and whether the Cog Railroad should go to the Zoning Board of Adjustment for a variance. Michael Hogan and Ken Mills suggested they go before the ZBA for a Variance and have a joint meeting with the Planning Board. They could meet on February 5th. Both the Chair and Evan asked for the applicants to bring information to the (Planning Board) in February that shows: Dimensions; Placement; How secured; How far off the highway; Check with Dot for any concerns; Etc.

- Minutes of the Town of Carroll Planning Commission

January 16th

Mt Washington Commission Meeting: "Mr. Presby reported their third record year with 91,000 passengers. The summit switch track will be completed by mid-summer and an additional diesel locomotive will be added. Passengers will be able to return on any train, thereby extending their summit visit."

- http://www.nhstateparks.org/uploads/pdf/MWC-minutes-DRAFT-011615.pdf

Yankee Fire Suppression: Director Bruce Cheney of the state Division of Emergency Services and Communications along with Bob Christensen of the Bureau of 9-1-1 Emergency Communications came to Friday's Mount Washington Commission meeting to hold an informational meeting on the state's efforts to secure grants to install a sprinkler system and a modern fire alarm system in the state-owned Yankee Building atop the 6,288-foot summit of Mount Washington. "It's not a matter of whether there will be a fire in the Yankee Building, it's a matter of when," Cheney reported the state Fire Marshal's Office had told him. "There are 18 potential ignition sources in the radio equipment used in the building." There is no fire suppression system at all in the building that leases space to multiple emergency and other communications systems used by both state and federal agencies and private corporations, including the company that operated two FM stations — WHOM 94.9 and WPKQ 103.7 — on the summit and only a very makeshift and in- adequate fire alarm system. "The Yankee Building is part of the state's critical communications infrastructure," Cheney explained. "We're looking for Homeland Security and Emergency Management (HSEM) funds, but we could require some matching funds". The structure is 74 years old, but Mt. Washington State Park manager Mike Pelchat of Gorham said it is built of steel, concrete and brick, and only sheathed in plywood and shingles for aesthetic reasons. "It's very rugged, and only the penthouse moves at all in very high winds," he said. Since there is not now an adequate water supply to operate a conventional fire suppression system on the summit, the Fire Marshal's Office recommended to Cheney that he look into water misting systems that are now frequently used in Europe, including in locations subject to freezing. Installing a fire suppression system plus a modern fire alarm and other security is long overdue to protect this critical asset that plays an important role in ensuring public safety across the state, agreed Director of Parks and Recreation Phil Bryce. Cheney said the state Department of Safety would work hand-in-hand in the coming months with the Department of Resources and Economic Development (DRED) and would keep the Commission up to date on the funding for this proposed project. A plaque on the Yankee Building reads in part: "Built in 1941 to house the transmitter for WMNE-FM the first FM station in northern New England. Broad- casts were made from 1941 to 1948. Later it was leased by the U. S. Air Force for winter testing in connection with jet aircraft engine development. Now it houses two-way radio communication equipment for various federal, state and private organizations." A Park blog post- ed two years ago notes that most antennas now in use on the summit have special radome covers to protect the radiating elements from ice. Some are as small as a baseball bat while others, like the WHOM & WPKQ antennas, look like 40-foot torpedo silos.

- Littleton Courier – Wed, Jan 21, 2015 pg. A6 & A9

February 4th

No Windbreak: Hikers heading to the 6,288-foot summit of Mount Washington this winter are being reminded by the state Division of Parks and Recreation that there is no longer any open shelter, or windbreak. After consulting with members of the Mount Washington Commission at its Jan. 16 meeting, the Division recognized that it needed to publicize that a temporary makeshift shelter that had been available on the summit removed this when a new long-planned entranceway, designed for summer use, was completed. The Sherman Adams Building (SAB) that is operated by Mount Washington State Park continues to be closed from November to April. Winter hikers are encouraged to plan their climbs accordingly and to be prepared to hike down as well as up and to turn back when they are become fatigued or the weather changes. "The weather is al- ways worse in higher elevations, and weather can change unexpectedly," points out



PHOTO BY MIKE PELCHAT

In past winters, an informal shelter temporarily provided winter hikers a place to rest out of the wind that, unfortunately, was also used by some as an unauthorized bathroom. As planned, however, it was removed when a new entranceway to the Sherman Adams Building was completed in summer 2014.

- Littleton Courier - Wed, Feb 4, 2015 pg. A7

park manager Mike Pelchat of Gorham.

- Littleton Courier – Wed, Feb 4, 2015 pg. A7

February 5th

Change of Signage Route 302 E and Base Road Pt. 2: The (Planning Commission) Chair (Donna Foster) told the board that town Counsel had been notified of the questions the Planning Board had on whether they should be involved in the Cog Railway sign changes and the route (the commission) should take. Town Counsel emailed the board that this (matter) belonged to the Zoning Board of Adjustment only. The Planning Board had taken a vote to hold a joint meeting with the ZBA in February. The lawyer told the board to rescind their vote. Bonnie Moroney made a motion to: rescind the vote of the Planning Board on January 8, 2015 to hold a joint meeting with the ZBA in February for the Cog Railway sign. Richard Krapf seconded the motion and the motion passed unanimously.

- Minutes of the Town of Carroll Planning Commission

February 12th

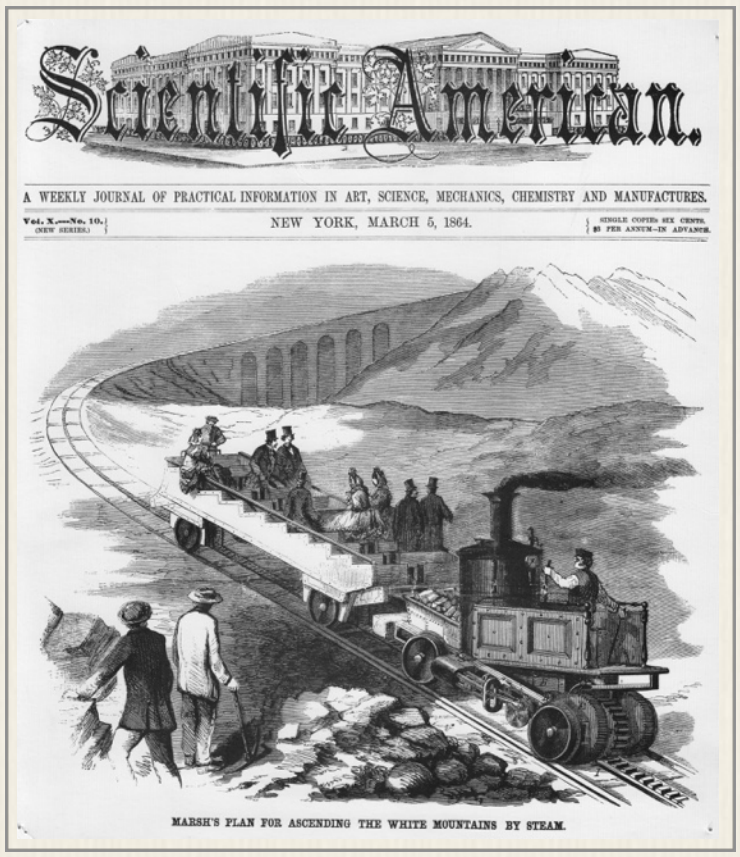
Change of Signage Route 302 E and Base Road Pt. 3: Wayne Presby, owner and President of the Mount Washington Cog Railway, was told (by the Zoning Board of Adjustment) he could speak to the Five Conditions of a Variance. The board had copies of the application and Gareth Slattery had handed in a plan showing the placement of the locomotive and setbacks. The five conditions of a Variance and the response from the Mount Washington Cog Railway are:

1. Granting the Variance would not be contrary to the public interest because:

The public interest would benefit from the Cog Railway locomotive sign and display at the beginning of the Base Road. The sign would be unique and enhance the identity of the area. Rarely does a business sign also have "attraction" qualities such as a Cog Railway locomotive. The Cog has been part of this community for 149 years. This sign and locomotive allows the Cog Railway to be in the public eye like the hotel and ski area without diminishing the character of the valley. Wayne Presby said that they put in the locomotive on the hill in the center of Twin Mountain, because the Chamber of Commerce said they had wanted to identify with the Cog. The Chamber felt that the Cog Railway was the most unique attraction in the area.

2. If the Variance was granted, the proposed use would not be contrary to the spirit of the ordinance because:

In our discussion with the town Planning Board, the spirit of the ordinance did not apply to this situation. The ordinances original intent was to prevent businesses from placing marketing signs in the back of a pickup truck and moving to various locations throughout the town. The locomotive will be a stagnant display identifying a long established attraction of the White Mountains. The sign and locomotive will be presented in a professional manner and not one contrary to the spirit of the ordinance. Gareth Slattery, Manager Cog Railway, said he understood that the ordinance was in place to stop businesses from placing signs in the back of a truck and then driving around town with that sign to stop in different places. The locomotive is a "static display" not a vehicle. Mr. Presby said the sign is being placed next to the old railway station and now restaurant, Fabyan Station, so the locomotive will look natural and will enhance the area. A lot of the hotels had started after the Cog was built. The Cog was on the front page *(right)* of *"Scientific American"* during the start up because it was a very important and novel thing. It still is.


Scientific American.

A WEEKLY JOURNAL OF PRACTICAL INFORMATION IN ART, SCIENCE, MECHANICS, CHEMISTRY AND MANUFACTURES.

Vol. X.—No. 10. (NEW SERIES.) NEW YORK, MARCH 5, 1864. SINGLE COPIES SIX CENTS. $3 PER ANNUM—IN ADVANCE.

MARSH'S PLAN FOR ASCENDING THE WHITE MOUNTAINS BY STEAM.

- Courtesy Littleton Historical Society

3. Granting the Variance would do substantial justice because: Substantial justice would be served by granting this variance. The ability for one of the most recognized attractions in the state to promote and identify itself is at stake. The North Country of New Hampshire has limited revenue sources to provide jobs, taxes and reasons for people to visit. The Cog's ability to promote itself is in direct relationship with those three needs of the North Country. By allowing this variance, the Cog's position

to support these needs of the North Country, will be enhanced. Mr. Presby said that the Cog is an iconic attraction and is identified with the Town of Twin Mountain. The University of New Hampshire had done a survey of all the attractions in the State of New Hampshire and the Old Man of the Mountains came in as #1. The Cog Railway came in as #2. Unfortunately, because of the falling of the Old Man, the Cog is now #1.

4. If the Variance were granted, the values of the surrounding properties would not be diminished because: Values of surrounding properties would not suffer devaluation because of the new sign. The Cog was one of the first businesses in the area and supported the development of the community. The locomotive will be placed next to the old railroad station and Maine Central Rail Line. The sign and locomotive are part of the overall character of the area and will only enhance and not detract from surrounding properties. We are trying to bring tourist into the area. By doing that we will bring people in to the whole area. They are trying to grow their business, but to bring enough people into the area to help the town, that would be great! The locomotive will enhance the surrounding area.

5. Owing to the special conditions of the property that distinguish it from other properties in the area, denial of the Variance would result in unnecessary hardship because:
The Mount Washington Cog Railway would suffer unnecessary hardship if the Variance was not approved. The intent of the ordinance was to keep businesses from advertising from the back of a pick up or other mobile vehicle. The locomotive would be a static display, in good taste and in keeping the character of other businesses in the area. The current billboard presentation will be improved. The locomotive and sign are in important part of our continued growth through marketing and location identification. The Cog is 6 miles away from Route 302 and needs a strong presence to attract and guide people up the Base Road. The new display helps explain what the Cog Railway does, where it is and shows the uniqueness of the attraction. The locomotive and sign will become a landmark people will identify with the area. By not approving the variance the hardship will be suffered by not only the Cog but also the community. For these reasons, the Cog feels this is a just and reasonable request. Wayne (Presby) said the state has a signage requirement that allows for a sign from the state on the roads, as long as you are within 10 miles of the directional sign. The Cog does not qualify because they are so far in on the Base Road. They are actually 12 miles away. So it is rather a hardship. Steve Hilliard, Manager of the Omni Mount Washington Hotel, said they are thinking about adding kiosks later on that will give the history of the area. There is so much history here we think people would be very interested in it. He said there were 50 trains a day in the area when the hotels were strong.

The Zoning Board of Adjustment voted on each condition and in each case - ***All agreed***. Claire Gritzer made a motion to: accept the application for a Variance for a new sign for the Mount Washington Cog Railway. John Trammell seconded and the motion passed unanimously.

- Minutes of the Carroll Board of Adjustment

2015 Cog Ticket Prices

Age	3 Hour Round Trip
Adult 13-64	$68 (steam $73)
Senior 65+	$63 (steam $68)
Child (4-12)	$39 (all trains)
Child 3 & under	Free on adult's lap

April 25th

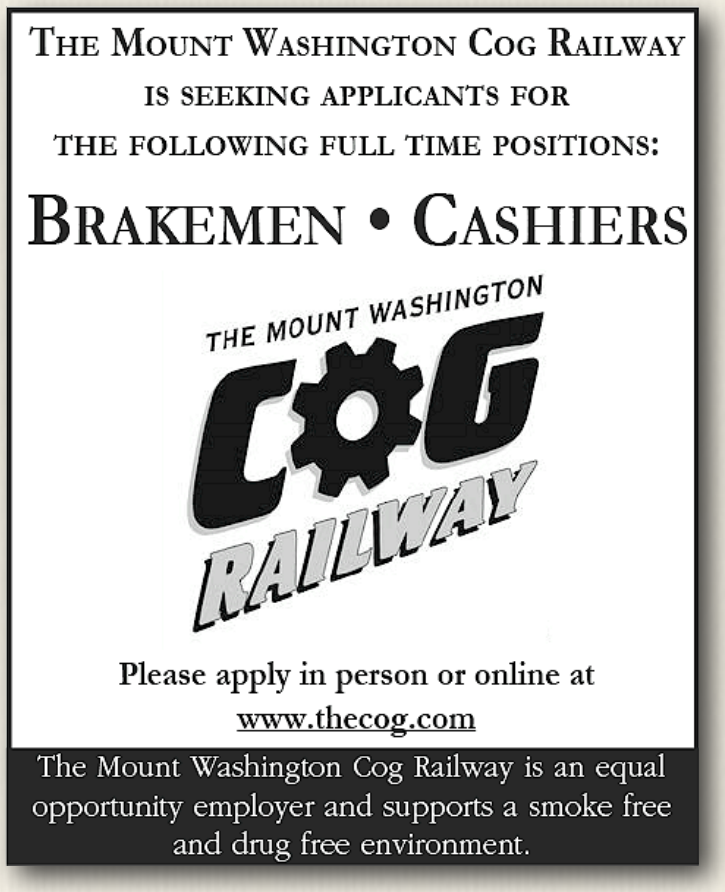
Cog Railway operations begin for 2015 Season - Auto Road starts May 14th

May 14th

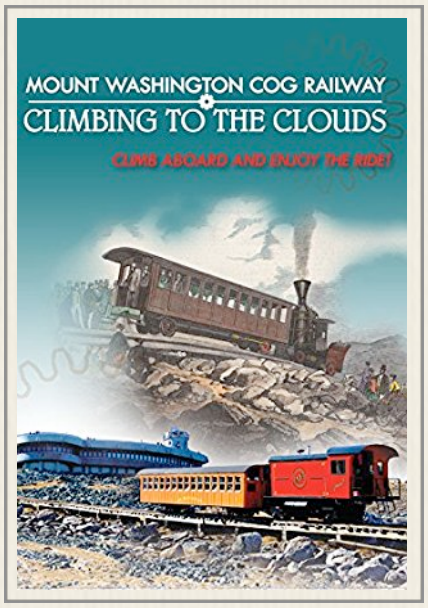
Boiler Inspection: N.H. inspector Darrell Mallory issued an operating certificate for the No. 9 *Waumbek* after its boiler successfully passed a hydro-pressure test on this date.

May 16th

New Public Television Documentary: "The world's first mountain-climbing cog railway will begin its 146th season on Saturday and then three weeks later will celebrate the first 145



- Littleton Courier - Wed, Apr 29, 2015 pg. B14



seasons in a new documentary. Filmed during the 2014 season in partnership with New Hampshire Public Television and produced by former Cog engineer Steve Giordani, *"The Mt. Washington Cog Railway: Climbing to the Clouds,"* will receive its world premiere on May 16 at the Omni Mount Washington Resort. The 7 p.m. screening will be followed by a conversation with Giordani, as well as Cog staff and owners." *- New Hampshire Union Leader - Apr 23, 2015*

Documentary Premier Train: Reporter Aimee Tucker files the following for *Vermont Yankee Magazine* documenting her ride on a special NHPTV documentary train: "Before my destination is even in sight, I can smell it. The sulfuric smell like the world's biggest cap gun has gone off, followed by the telltale curls of smoke and steam. I've just arrived at the base of the Mount Washington Cog Railway -- one of New England's most historic and scenic mountain experiences. What I'm seeing and smelling is one of the Mount Washington Cog Railway's coal-fired steam locomotives, and it's an old- fashioned red, black, and yellow beauty, like something out of a drawing in a children's book. I am instantly enchanted. The day was a special one for the Cog, in coordination with New Hampshire Public Television. The two had teamed up to produce a documentary on the history of the railway ("Mount Washington Cog Railway: Climbing to the Clouds") and I would be participating in a special ride to the top, tour of the Mount Washington Observatory, and later, a screening of the documentary at the nearby historic Omni Mount Washington Resort. I spent a good amount of time in the White Mountains as a child, but had never ridden the Cog before, so I knew this was going to be a real treat -- and it sure was. The Mount



PHOTO BY EDITH TUCKER

A coal-burning, steam-powered Cog locomotive chugged away from Marshfield Station on Saturday afternoon carrying NHPTV members. Ordinarily steamers now only go up Mount Washington at 9 a.m.



PHOTO BY EDITH TUCKER

Gov. Maggie Hassan, center, was greeted by Cog co-owners Cathy and Joel Bedor, both of Littleton, on Saturday afternoon before she boarded a Cog train up to the Mount Washington State Park and 6,288-foot summit.

Washington Cog Railway has several trains in its fleet. Some of them, the oldest, are old-fashioned coal-fired steam locomotives. Since 2008, the Cog has also added five biodiesel locomotives, which offer a smoother, cleaner, and faster trip to the summit. The diesel trains are designed and built on-site just for the Cog. They don't come cheap, but keeping the Cog running and thriving is worth it. For our adventure, we'd be going about halfway up the mountain in one of the steam trains, then unloading and hopping aboard a diesel train for the remainder of the trip. It's hard not to feel like a kid again at the sight of a colorful steam train blowing its whistle under a plume of steam and smoke as it chugs along a winding track, especially when the surrounding landscape is as green and rolling and beautiful as the White Mountains of New Hampshire. Inside the locomo-



No. 2 having brought the special guests to Waumbek prepares to descend (2015)
- Aimee Tucker photo

tive, an engineer steers *(Ed note: Steering is the one thing a railroad engineer does not have to do - the train goes where the rails lead it.)* the locomotive while another shovels the coal into the flames to keep things moving. It's a very difficult job, and the staff are the total package -- hardworking, passionate, and clearly in love with their jobs. Their enthusiasm is infectious. I don't believe our stop to switch trains halfway up was typical for the Cog (this being an "event" day, things were running a bit different than usual), but the chance to get out and stand on the mountain mid-ride was a treat. Especially when I got to see it "chug" (yes, they really do chug in the "I think I can" rhythm) back into life in a swirl of steam before departing. We arrived at the almost-top, since the true summit is another 20 or so rocky steps up (meaning even train riders can tell friends they "hiked to the top" of Mount Washington without technically lying). The temperature had dropped a good 30 degrees from the base, and we weren't just walking among the clouds, but through them. The members of our group (which included then- New Hampshire Governor Maggie Hassan) chatted before boarding our trains for home. Before long we had come down out of the clouds and were nearly back to the station, if not entirely upright. By climbing aboard, riders are treated to the same breathtaking thrill-ride today as the railway's first passengers were nearly 150 years ago, and for those that keep the Cog running, that's exactly how it's going to stay. So, whether you're a fan of travel, adventure, nature, science, weather, transportation, history, trains, photography (must I go on?) -- a ride on the Cog is a New England experience that's not to be missed, since it simply cannot be replicated."

https://newengland.com/today/travel/new-hampshire/white-mountains/the-mount-washington-cog-railway/

Cog Documentary Premiere: "My husband, Joel, and I are like kids waiting for Christmas!" explained Cathy Bedor, one of four Mount Washington Cog Railway co-owners a few days before the recently completed documentary, "*Climbing to the Clouds on the Cog,*" was to be shown on Saturday night, May 16, in the Grand Ballroom of the Omni Mount Washing- ton Hotel. Wayne and Sue Presby, the other Cog co-owning couple, couldn't wait and viewed the made- for-TV film on Friday evening with the Cog "family," that includes lots of employees, past and present. In a public-private partnership typical of the Granite State, New Hampshire Public Television (NHPTV) partnered with the Cog co-owners to make the documentary. Its producer and video-



PHOTO BY EDITH TUCKER

A panel moderated by NHPTV chief content officer Dawn DeAngelis, at podium, included the documentary's producer-videographer Steve Giordani, left, Cog co-owner and marketing director Cathy Bedor, and scriptwriter Paul Lally, who directed 100 episodes of "Mister Rogers' Neighborhood."



PHOTO BY EDITH TUCKER

Cog co-owners Wayne and Sue Presby, plus Joel Bedor, participated on Saturday night in an after-film Q & A with the audience.

grapher Steve Giordani, who is now an award-winning professional, was once a Cog engineer, giving him a special affinity for the topic. Early on Saturday afternoon *(5/16)*, Gov. Maggie Hassan joined the celebratory day by taking her first ride in the Mount Washington Cog Railway up to the 6,288- foot summit, including standing in the aisle to experience the steep climb up Jacob's Ladder in the No. 2 passenger car, pushed up the mountain by the white-painted No. 5 biodiesel-powered locomotive "Metallak." Hassan admired the Sherman Adams Building in Mt. Washington State Park and toured the Mt. Washington Observatory and dropped into its EXTREME museum, for which she had cut the ribbon on June 13, 2014, but had to wield the scissors inside the Stage Building at the Mt. Washington Auto Road due to an icy road sur- face. Hassan had to head to Portsmouth, missing the film. The passengers in this and other Cog trains who are contributors to the nonprofit NHPTV not only had signed up to ride the Cog and tour the SAB, but also to have dinner in the Grande Dame's ballroom and to see the documentary. Hassan was unable to stay for dinner; she was due in Portsmouth. The audience saw a somewhat longer version of the documentary that will be shown first on NHPTV Prime at 8 p.m. on Friday.

The film traces the Cog's history, starting with Sylvester Marsh, an inventive and visionary New Hampshire native who made a fortune in Chicago manufacturing grain-drying equipment and later retired to the Granite State. Inspired by the grandeur of Mount Washington and a desire to allow other leisured travelers to enjoy its natural beauty, Marsh began building the Cog in 1866, following the end of the Civil War. On July 3, 1869, *Old Peppersass*, now on display on the lawn next to Marshfield Station, became the world's first cog-driven train to reach a mountain summit. "'The Mt. Washington Cog Railway: Climbing to the Clouds' is the story of years of adversity, persistence and success," said NHPTV CEO and general manager Peter Frid, when he welcomed the after-dinner audience. Others whose voices are heard or faces are seen in the documentary were on hand included: narrator Willem Lange of "Windows to the Wild," Richard Joslin, great grandson of Sylvester Marsh; inventive mechanical engineer Al Laprade; former White Mountain Attractions executive director Dick Hamilton; new general manager Gareth Slattery; marketing director Cathy Bedor; Cog Shop supervisor Rob Maclay, head mechanic Joe Orlando, and David Mooney, track supervisor. Former general manager Charley Kenison, Obs spokesman Peter Crane, brakeman Lucien Belleau, former WMCC president Kathy Eneguess were not on hand. Cog president Wayne Presby said that he and Bedor, who have worked together as Cog co-owners for 33 years, have a surprisingly compatible working relationship, pointing out that his own "irrational exuberance" is a good counter-balance to Bedor's financial "conservatism." Presby also praised his innovative and hard-working "Dream Team," who worked to position the Cog for the 21st Century by going "green" and offering the amenities that to- day's sophisticated and comfort-loving travelers seek. Cathy Bedor praised Cog assistant marketing director Becky Metcalf (becky@thecog.com) plus NHPTV's chief content officer Dawn DeAngelis, as well as that day's additional partners: the Obs and the Omni Mount Washington Hotel. "Working with NHPTV helped us fulfill our long-held desire to see a first-rate documentary produced," she said. "Their professionalism and understanding of how best to focus the story, using both primary source materials and conducting interviews, made all the difference." The project took some 18 months from start to finish. NHPTV hopes very much that Public Broadcasting Network stations around the country will choose to air the half-hour show. The somewhat longer version — a.k.a. "Conductor's Cut" — will be sold as a DVD at the Cog shop and promoted through NHPTV. Additional airdates can be found on PRIME & EXPLORE and online at video.nhptv.org. Joel Bedor mentioned at dinner that he and his wife have recently bought the historic Adair Country Inn & Restaurant at 80 Guider Lane in Bethlehem. The couple is already adding two new guest bedrooms to the existing nine and likely will add more. Barry and Kimberly Hunter continue to manage the property, and talented chef

Steve Wells, the menu and kitchen.

- Littleton Courier – Wed, May 20, 2015 p. A7 & A12

May 19th

A Facebook post by Wayne Presby explains picture: "This is the summit after the old track was removed *(right)*. The old track was replaced and a second track was placed next to it. The switch is going to be located 75 yards down mountain. This will allow trains to pass at the summit, allowing trains to be dispatched from the base every 45 minutes. It will increase capacity by 30 to 40 percent. This work is still underway. This is the main project for the track crew this spring 2015. Siding won't be operational until the Spring of 2016. As this progresses, a new diesel locomotive *(M-6)* and a new air ride coach will be constructed. All major components for the new engine have been acquired and assembly of the locomotive will begin in June at the shop."

- Facebook: Cog Railway: We Were There group





May 23rd - "Beautiful Day": *Art Poltrack: "Is this today?"* ***Paul Forbes:*** *"Yes it is"* ***Art:*** *Absolutely beautiful. This doesn't get old either!!* ***Paul:*** *"No, it sure doesn't. We only ran to Skyline due to wind."* ***Art:*** *"70? 80? 90?"* ***Paul:*** *"60 to 80 gusts"* ***Carl Simone:*** *"That a mild day on Mt. Washington. Hold onto your hat!" (2015)*

- Paul Forbes photo via Facebook

June 16th

Boiler Inspection: N.H. inspector Carl D. Johnson issues an operating permit for engine No. 2 *Ammonoosuc* when he finds the condition its boiler "satisfactory" to a receive a certificate without a hydro test. Johnson notes the Deuce's safety valve was rebuilt in 2015 and the boiler's fusable plug was replaced that same year.

July 7th

Mt Washington Commission Meeting: "Mr. Presby reported their third record year with 91,300 passengers for 2014. July numbers are up by 32% over last year. The summit switch track will be completed by next Spring and the sixth diesel locomotive will be added to provide a 30% increase (2,100 riders) in uphill capacity."

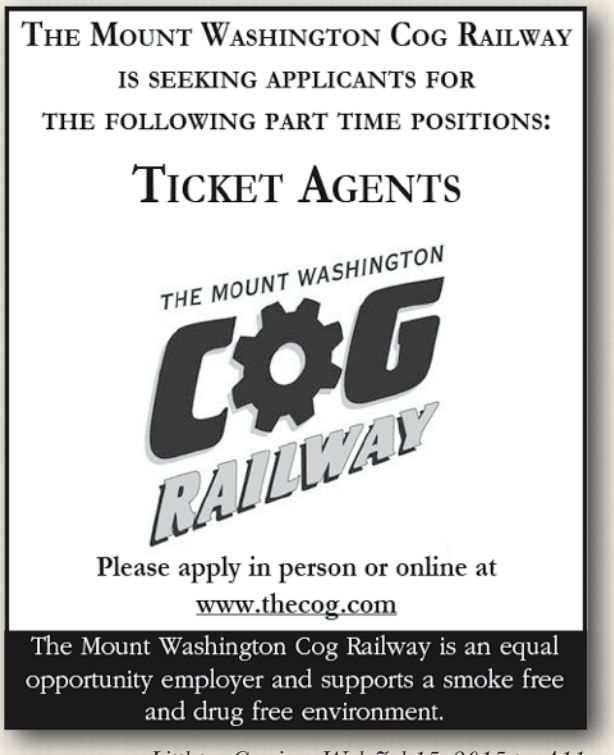
Master Plan. This effort will be taken up at the next meeting, with the assignment of a subcommittee. The carrying capacity of the summit will need to be considered. Capital Improvements. Mt Washington Observatory sought MWC approval, as required pursuant to its lease with the State, to expend $33,250 of its restricted fund towards museum exhibit repairs and upgrades ($4,250) and renovation of the bunk rooms used by MWObs staff and EduTrip guests ($29,000). The lease limits use of the restricted fund towards museum display maintenance and replacement.

Mr. Wemyss MOVED to approve the request; Mr. Middleton seconded. Discussion followed. The motion CARRIES (8-2). MWC asked that Parks and MWObs provide reporting on restricted fund expenditures. Mr. Graff will help mediate the issue of Obs tours between MWObs and Cog Railway.

- http://www.nhstateparks.org/uploads/pdf/MWC-agenda7-7-15.pdf
- http://www.nhstateparks.org/uploads/pdf/MWC-minutes-070715%20DRAFT.pdf

July 25th

Cog Pyro: The New Hampshire Pyrotechnic Association, in association with the Mount Washington Cog Railway, will be performing a spectacular fireworks-display Saturday July 25 at 9 p.m. at the Cog Railway's Base



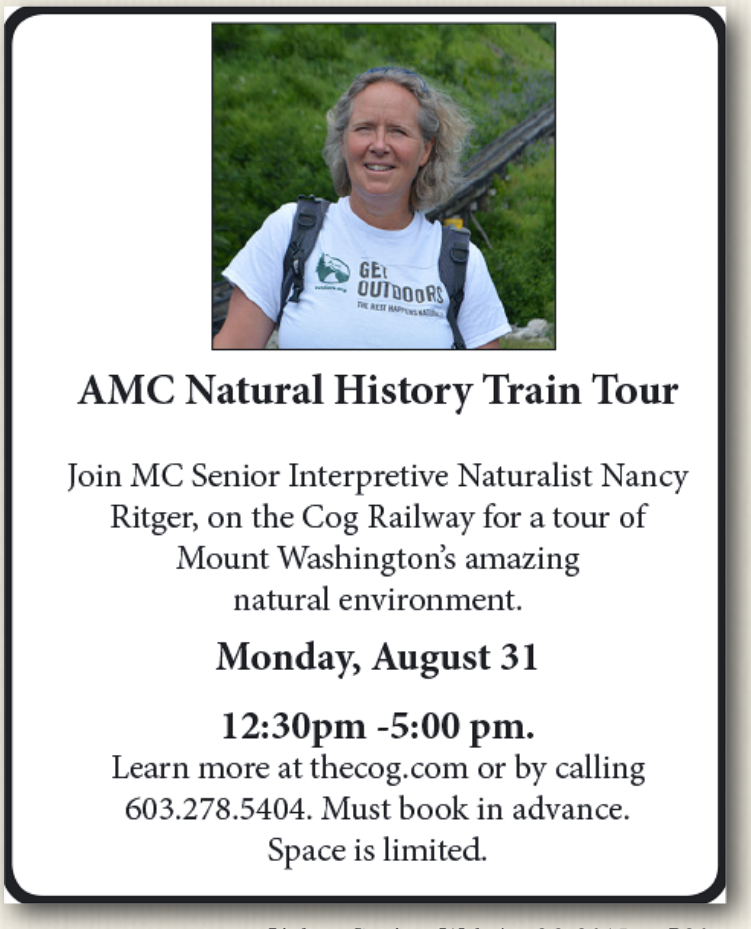
- Littleton Courier - Wed, Jul 15, 2015 pg. A11

station. Show designer, Barry Stewart, a Cog Railway Alumni, has put together a choreographed show utilizing both ground and aerial effects which will rival most "municipal" shows done throughout New Hampshire and beyond. The New Hampshire Pyrotechnic Association is comprised of both professional and amateur technicians who conduct training and mentoring of new firework professionals, some of which are those people performing local and regional firework displays. The Cog Railways location is a new venue for the association, and this promises to be a spectacular show for the local community, local hotel/ Cog visitors, campers and the general public. Admission is free. *- Littleton Courier – Wed, Jul 22, 2015 pg. A13*

August 5th

Beat Heat Promo: Looking for a way to beat the heat this week as temps jump into the 90s? In addition to status as the first mountain-climbing cog railway in the world, The Mount Washington Cog Railway stands as the only alpine train ride east of the Rockies! Located on the tallest peak in the Northeast, The Cog experience combines summer travel's two key mandates: It's refreshing and a great deal. Outfitted with a fleet of both eco-friendly bio-diesel and historic steam locomotives, The Cog offers a variety of times so family and friends can enjoy the breezy, three- hour round-trip above tree line where the 360-degree view is spectacular (some days you may literally be above the clouds) and the air bracing enough to re- quire a sweater. Visitors seeking an escape from this week's heat wave spend nearly an hour in the invigorating atmosphere at the 6,288-foot destination. Tickets ensure free ad- mission to the summit's historic Tip Top House and the Observatory's new "Extreme Mount Washington" exhibit, which, among other fascinating weather-related tasks, charts the daily mercury. The warmest temperature ever recorded was 72°F in 2003. At the Base Station, complimentary admission to The Cog Rail- way Museum reveals the groundbreaking rail technology engineered by Sylvester Marsh during the height of the Industrial Revolution. Here, visitors can also get a sneak peek of the Cog's new documentary, "Climbing to the Clouds". Savvy planners can save a cool $13 on The Cog's "Afternoon Special". This attractive pricing applies to the last train of the day, restrictions apply. Advance ticket purchase is recommended. For a detailed schedule and to purchase tickets online, visit: www. thecog.com or call 278- 5404. Summer at The Cog is all about cool comfort, fun and easy access. The Mount Washington Cog Railway is located at Base Station Road in Marshfield Station, six miles from Rte. 302 and Bretton Woods.

- Littleton Courier – Wed, Aug 5, 2015 pg. A12



- Littleton Courier - Wed, Aug 26, 2015 pg. B20

August 31st & September 7th

Natural History Train Tour: Join Appalachian Mountain Club Senior Interpretive Naturalist, Nancy Ritger, on the Cog Railway, for a tour of Mount Washington's amazing natural environment. Participants should plan to arrive at the railway base station 45 minutes prior to the 12:30 pm departure time for an introductory session. The round trip tour is approximately 5 hours, returning around 5:30. The cost is $109 per person, ages 12 and over. Participants should be comfortable traversing rocky terrain and dress for mountain-top weather (temperatures at the summit can be 30 degrees colder than at the base), water and snacks. Space is very limited. Additional information is available at thecog.com. Participants must book in advance by calling 278-5404 The Mount Washington Cog Railway is located on Base Station Road, Marshfield Station.

- Littleton Courier – Wed, Aug 26, 2015 p. B11 & B12

September 16th



- Littleton Courier - Wed, Sep 9, 2015 pg. A18

LEGO Campaign Underway: Vote for a New Hampshire historical landmark, Engine No.1, *Peppersass* to join the archives of LEGO forever! This set commemorates a significant engineering feat, the creation of the World's first mountain-climbing cog railway by the original little engine that could and is a stylish train to include in any Lego train enthusiast's collection. This Lego Ideas concept was created by New Hampshire native, Mark Carbonneau, in celebration of 2016's 150th anniversary of *Peppersass*, built by Campton, N.H. native, Sylvester Marsh, in 1866. *Peppersass*, so nicknamed for it's peppersauce bottle shape (in New England dialect), was the engine that actually built the Cog Railway from 1866 to 1869. Included in the set is a design for the *Peppersass* and the *Moosilauke* steam engines. With enough support, the train set could be delivered in time for the anniversary! In 1976, the New Hampshire Cog Railway was designated as a National Historic Engineering Landmark. The *Moosilauke* engine was later created *(1883)* to perform the trip. It now sits on display in the village of Twin Mountain. The Mount Washington Cog Railway is located on Base Station Road, Marshfield Station, NH. You can learn more about the Cog Railway by visiting the site: http://thecog.com or by calling 278-5404. Supporters can visit thehttps://ideas.lego. com/projects/77539 to support the Cog Lego Project. If you like the design, please share the link with your friends and family, so they can help make this set and others a reality.

- Littleton Courier – Wed, Sep 16, 2015 pg. A2 & A13 / See Vol. 4 - Model Behavior

November 7th

Cog Railway "medium threat" to Alpine Habitat: New Hampshire's new 10-year Wildlife Action Plan is unveiled at the annual conference of the New Hampshire Association of Conservation Commissions at Pembroke Academy, after sending the 1,600+ page plan to the US Fish and Wildlife Service for approval. Appendix B dealing with habitats in the report reviews New Hampshire alpine habitat and suggests ozone, mercury & acid deposition, and contamination from the Cog Railway are all medium threats to the habitat. "The engines from the cog railway have historically caused contamination of the area surrounding the tracks, as a result of the coal-fired engines. Additionally, the installation of buried cable and fiber-optic lines adjacent to the tracks dis-



PHOTO COURTESY

Littleton's Boy Scout troop recently enjoyed a trip to the summit of Mt. Washington on the Cog Railway.

- Littleton Courier - Wed, Sep 30, 2015 pg. A11

turbed alpine vegetation and created an un-vegetated zone several meters wide. Four years after the installation of the buried cable lines along the cog railway, recovery of alpine vegetation has been extremely slow (Capers & Taylor 2014). This same study observed frequent cinders produced by coal-fired trains throughout the study area, although their effects on vegetation are unknown. The cog railway has replaced most of their coal-fired engines with biodiesel engines, eliminating the generation of new cinders, although other chemical contamination may still occur

- *http://www.wildlife.state.nh.us/nongame/documents/appendixb-alpine.pdf*

December 2nd

Mount Washington Resort Sale: A new chapter has opened in the 100-plus- year history of one of Coös County's best- known manmade landmarks. The historic Omni Mount Washington Hotel & Resort has been bought from its most recent owner, CNL Income Properties, Inc., a real estate investment trust (REIT) headquartered in Orlando Fla., by the privately held Omni Hotels & Resorts, headquartered in Dallas, Texas. In September 2009, Omni Hotels became the manager of the entire world-famous destination resort property, including the Grande Dame, built in 1902 that was the site of the International Monetary Conference of 1944, as well as the Bretton Woods Ski Area. With this transaction, Omni Hotels & Resorts is transitioning into long-term ownership of the historic all-season destination. The sale not only includes the Omni Mount Washington Hotel and the Bretton Woods Ski Area, the state's largest, but also the Nordic Center, Lodge at Bretton Woods, plus the Mount Washington and Mount Pleasant golf courses, as well as 500 acres of undeveloped land available for future expansion. The resort, located in the midst of the near- ly 800,000-acre White Mountain National Forest, has greatly benefited from over $90 million of expansion and renovation, encompassing updated guest rooms and public spaces, a 25,000-square-foot spa, a 20,000 square-foot conference center, and enhancements to the ski area, including a cut- ting-edge zip-line. "Omni Hotel & Resorts' acquisition of The Omni Mount Washington Resort demonstrates the company's commitment to actively seeking long-term ownership with an opportunistic mindset," said Mike Deitemeyer, president of Omni Hotels & Resorts, in a prepared statement. "The property is among the most storied land- marks in the country and fits perfectly into our growing resort portfolio. We look forward to preserving The Omni Mount Washington Resort's rich history and enhancing its legacy as the originator of the great American destination vacation." "Serving as The Omni Mount Washington Resort's management company for the past six years, Omni Hotels & Resorts has been an excellent partner in providing our guests with first-class experiences," said Craig Clemmer of Lancaster, the Resort's director of sales and marketing. "We look forward to building upon the foundations we have laid together and continue to deliver positive results for our guests and stakeholders. The Resort's change in ownership will be seamless." The Omni Mount Washington Resort is Coös County's largest employer with 1,000 employees in the winter and 500 in the summer."

- Littleton Courier – Wed, Dec 2, 2015 pg A6

December 23rd

Mt. Washington Commission Meeting: Negotiations of leases, agreements and franchises. Upon a motion by Ms. McLeod, seconded by Rep. Umberger, and approved by roll call vote, the MWC entered into nonpublic session to discuss a confidential business and financial matter between the Mt Washington Observatory, the Cog Railway, and the State arising from an agreement between parties [RSA 91-A:3, II, (d) and (j)]. Upon a motion by Rep. Umberger, seconded by Mr. Ericson, and approved by roll call vote, the MWC exited from nonpublic session at 12:35 p.m. Upon a motion by Ms. McLeod, seconded by Mr. Middleton, the MWC by unanimous vote sealed the nonpublic session minutes [RSA 91- A:3, III]."

Master Planning Restart: Members of the Mount Washington Commission decided at its Dec. 23 meeting held at the AMC Joe Dodge Lodge to restart the master planning process that has been stalled following an all-day session two years ago on Dec. 13, 2013. Chairman Walter Graff, senior vice president of the Appalachian Mountain Club (AMC), pointed out that one of the key questions and concerns that must be addressed is what is the carrying capacity of the 60.3-acre Mount Washington State Park atop the summit of the Northeast's highest peak, surrounded by the nearly 800,000-acre White Mountain National Forest (WMNF). State Parks and Recreation Director Phil Bryce added that it is important to understand what specific information the Commission will need in order to plan for the future. He also referred to the state statute under which the Commission operates, as well as the work of the State Parks Advisory Committee, plus the Park's most recent Master Plan, written as a narrative. Longtime Commission member and Mount Washington Observatory Board of



EDITH TUCKER

Mt. Washington State Park Manager Mike Pelchat used a PowerPoint presentation to show where he believes the Mount Washington Cog Railway trains will stop next summer near the kerosene tank farm on some Summit trips while work is completed an another siding and platform. Plans now call for Cog passengers to be driven, possibly in a hay wagon, the short leg up to the Sherman Adams Building.

Trustees secretary Jack Middleton suggested that a SWOT analysis to look at the Park's Strengths, Weaknesses, Opportunities and Threats would be a good place to pick up the process. Commission members Rep. Karen Umberger of Kearsage, public member Martha McLeod of Franconia, and Obs board member Ed Bergeron of North Conway plus chairman Graff of Randolph and a representative of the White Mountain National Forest from its Campton headquarters set a date for a subcommittee meeting at 10 a.m. on Jan. 11 at the Obs' Discovery Museum in North Conway to work on drawing up a specific "next steps" proposal to kickstart the Master Plan process. Commission members discussed fire suppression and alarm system issues in the Yankee Building as well as the need to ensure that the 18 communications tenants in the Park are paying fair market rates. Park manager Mike Pelchat of Gorham reported *(previous page)* on the many projects that have been completed or are in process, ranging from restoring the septic system to its original capacity to hosting more visitors and special events, including the annual rededication of the 10th Mountain Di- vision plaque. Three additional flush toilets are being installed to provide adequate capacity for busy summer weekends and during the fall foliage season. Work has been completed on the entrance to the Sherman Adams Building (SAB), and an unpaved one-lane access road, now used by some Summit visitors to walk around the Building, has been completed. Consideration should be given to allowing an expansion to the Auto Road parking lot, Pelchat said. A 1,000-gallon tank was moved to a new, safer and less conspicuous location. Student Conservation Association (SCA) members spent 10 days over the summer doing work on the Summit. Pelchat also described some needed capital improvements, including repairing the spauled cement coating on parts of the SAB and improving the well water system by changing it into a gravity-flow system from one dependent on pumps. Negotiations are underway for the Bretton Woods Telephone Company to take over the now-inoperable underground fiber optic lines from the base to the summit. The Commission went into executive session to discuss lease payments and improvements to the Observatory's museum in the Sherman Adams Building. No motions were made, or agreements reached, chairman Graff reported, and members voted unanimously to seal the session's minutes. Allen Brooks, senior assistant attorney general, was present.

- Littleton Courier – Wed, Dec 30, 2015 pg A9



New No. 10 Col. Teague sign at night (Jan. 6, 2016)
Cog Railway: We Were There FB

2016

January 13th

Mount Washington Commission holds "***Vision Session"*** to start work on new 10-Year Plan

February 28th

White Mountain Biodiesel to Expand: White Mountain Biodiesel has begun the expansion of its plant in North Haverhill, N.H. The expansion, which will occur over the next two years, will include a 10,000 square foot addition to its existing facility and the installation of 1,186,000 gallons of additional processing and storage tanks. Upon completion of the planned improvements, the plant will have increased its nameplate capacity from 3,000,000 gallons per year to in excess of 16,000,000 gallons per year. When completed the plant will be the largest in New England. The improvements will be made using proprietary technologies developed by White Mountain over the last 9 years of operations. Presby Construction has been hired to complete the new building addition, and the tank installation, piping, pumps and electrical improvements will be completed by the experienced staff of employees currently employed at White Mountain.

- *www.biofuelsdigest.com*

2016 Cog Ticket Prices

Age	3 Hour Round Trip
Adult 13-64	$69 (steam $75)
Senior 65+	$65 (steam $69)
Child (4-12)	$39 (all trains)
Child 3 & under	Free on adult's lap
One-way tickets	$48 (all trains)

March 18th

Mt. Washington Commission Meeting: From the Minutes: Mr. Presby anticipates replacing the summit switch by July 1. They will be adding a new air-ride coach and rehabilitation of the base station will be complete by April 15, with a planned spring opening at the end of April/early May. Reservations are up by 65%.

"The state Division of ***Parks and Recreation*** next year c***ould seek*** approximately ***$1 million*** in capital budget money ***to increase the capacity of*** vital systems on the 60-acre ***Mount Washington State Park***

perched at the top of the state's highest peak in Sargent's Purchase. Issues that have arisen now that 350,000 people visit the summit each year. Members realized that the summit's critical infrastructure systems — wastewater treatment and clean drinking water availability — are sometimes at capacity in the peak summer months and foliage season. By summer's end, the parks and environmental services departments will likely know whether it is feasible to keep using the cold-weather wastewater facility by "trickle-feeding" its load. The treatment facility, shipped from Fairbanks, Alaska, in 2008, was installed at a total cost of approximately $500,000. Environmental Services requires that the above-ground facility treat the waste so it's drinkable and safe enough to run onto the ground of the adjacent White Mountain National Forest. Some sludge and other septic is trucked down the Auto Road. Cog Railway President and commission member Wayne Presby of Littleton suggested two alternatives to current practice: running a sewer pipe along the cog tracks to a sub-surface septic system to be built next to the Marshfield Station, and generating electricity on the summit using bio-diesel rather than buying grid power from Eversource. Commission members agreed that both feasibility and cost estimates should be in hand for both solutions before any master plan decisions are made.New Hampshire Parks and Recreation Director Phil Bryce said that the agency is looking to see what kind of help its partners can offer, saying, "I'm excited that Wayne Presby and the Cog stepped forward." Presby noted that the 1958 Report of the Governor's Mount Washington Study Committee had envisioned that the then-100,000-visitor tally would triple or quadruple if summit facilities were improved, ultimately leading to construction of the Adams building." *- from Edith Tucker article, Berlin Daily Sun - Mar 22, 2016*

March 23rd

Mt. Washington Cog Railway Loan: The Governor and Executive Council approved a $1.8 million loan with the Mt. Washington Railway for the construction of a new locomotive and passenger coach as well as improvements at the summit transfer station. The loan will be paid back over the next 20 years and is important to upgrade a major White Mountains tourist attraction.

https://www.nh.gov/council/districts/d4/reports/documents/20160323.pdf

March 24th

NH Video Winners: With all students attending a surprise meeting on Thursday, Lafayette Regional School was in- formed of a big award that fourth graders won for creating a video about New Hampshire.



DARIN WIPPERMAN/LITTLETON COURIER

Fourth graders at Lafayette Regional School celebrated their grand prize win in the state's Class Act tourism promotion video contest on Thursday morning. The students won a trip up Mt. Washington on the Cog Railway for placing first in the state-wide contest. Sue Presby of the Cog Railway and state tourism promotion director Victoria Cimino were also in the picture.

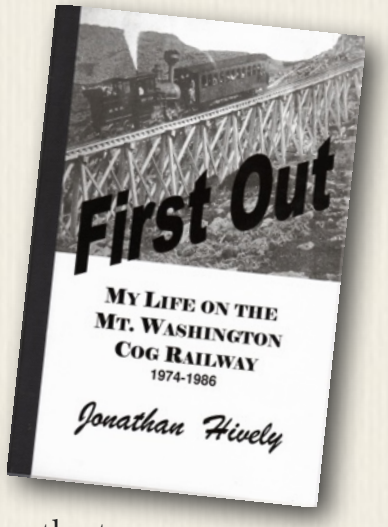
2016

Teacher Garret Ferguson's class put together the video as part of the Class Act program. Through the Class Act contest, fourth graders around the state are invited to create a 60-second video to pro- mote New Hampshire. Creativity and the quality of the video's content are the factors the state used to determine the winning entry. Via video on Thursday morning, Gov. Maggie Hassan announced that Ferguson's class was awarded the top prize, which includes a trip up Mt. Washington on the Cog Railway. Sue Presby from the Cog joined Victoria Cimino, Director, Division of Travel and Tourism Development, Department of Resources and Economic Development, at the school's assembly. During her address to the class, Cimino discussed the wide range of activities available for residents and visitors. When Cimino asked students what they enjoy, they noted rock climbing, mountain biking, skiing, and pursuing new adventures. Cimino then introduced the video of Gov. Hassan, who had viewed each of this year's entries. "Your video takes viewers on a walk through New Hampshire history," Hassan said. "I hope you enjoy the trip up Mt. Washington," Hassan concluded. The student's winning video shows class members presenting a range of information about events in the state over the centuries. With humor and many facts, the video will serve as an advertisement to attract visitors to the state. Presby then spoke with the students about the trip up the highest peak in New England. She reminded the kids to bring warm clothes for the ride, which takes about an hour. Like the video that won the award, Presby presented several facts. She informed the students about the post office on top of the mountain, considered the highest place to mail a letter east of the Mississippi River. With perfectly clear conditions, Presby continued, a person can see ships in harbor in Portland, Maine. "You guys are now ambassadors for New Hampshire," Presby informed the fourth graders. SAU 35 Superintendent Pierre Couture was happy to see the award ceremony. He congratulated Ferguson for the work of his class. Several parents on hand for the event also thanked Ferguson Cimino said the video contest is "a very important program for our division." She was very impressed with the student's creativity, and the ability of the kids to "really appreciate all of the amazing things to do in this state." "There are some future marketers in this crowd," Cimino concluded in remarks to the Courier after the awards ceremony. Nine videos were submitted for this year's Class Act contest. Lafayette's winning entry can be viewed at: http:// www.visitnh.gov/welcome-to-nh/classact-videoawards.

- Littleton Courier – Wed, Mar 30, 2016 pg.A2 w/pic

April

Cog Days Remembered: Next generation Cog engineer Jon Hively *(right)* self-publishes memoir *First Out: My Life on the Mt. Washington Cog Railway 1974-1986*



Going Up?: Mt. Washington Cog Railway installs a Symmetry-Lula (All-Ways) elevator/lift at the Marshfield Railroad Station. The 1400-pound load test is conducted on April 22nd.

April 21st

Construction begins of ***Summit switch*** near Lizzie's *(next page)* so two tracks will serve the top.

- Mt Washington Cog Railway: We Were There FB page

April 27th

Season Number 147: The Mount Washington Cog Railway, the World's first mountain-climbing cog rail- way, will be opening for its 147th season bringing visitors from all over the world to the summit of the Northeast's highest peak on Saturday, April 30. As part of each three-hour round trip on the Cog, Passengers spend about an hour on the summit, where those ticket holders get free admission to the new summit weather museum created by the Mount Washington Observatory. The exhibit provides a fascinating look at the extremes of winter on Mount Washington, all from the comfort of an interactive exhibit located in the lower level of the Sherman Adams Visitors Center. This year marks the 150th birthday of *Peppersass*, the locomotive that built the railway. The

THE MOUNT WASHINGTON COG RAILWAY

Help Wanted:

Mount Washington Cog Railway

Summit Post Office

A wonderful opportunity awaits the right person! Ride the train, enjoy amazing scenery and meet interesting people.

This full time position involves sale of tickets and postage at the summit of Mount Washington, sort and delivery of mail.

Computer and customer service skills required. Apply online at thecog.com. Mount Washington Cog Railway is an equal opportunity employer.

Located at 3168 Base Road, Mount Washington, NH 03589.

THE MOUNT WASHINGTON COG RAILWAY

Help Wanted:

Accounting & Office

Mount Washington Cog Railway

Join one of New Hampshire's premier attractions for a fun and rewarding career. Responsibilities include all aspects of the daily accounting operations. Cash, A/P, A/R, and payroll. Preparation of financial statements , payroll tax returns and budgets in coordination with CFO and GM. Must have excellent accounting and organization expertise/experience, proficiency with Quickbooks, standard business software, human resource and interpersonal skills. This is a year-round position working with great people in every aspect of the organization and a dynamic, exciting environment. Compensation and full benefits include health, dental and other insurances. 401k and profit sharing plan; hourly wage commensurate with experience and expertise.

Send resume, references and wage requirements to Bill Bedor, CFO, at bill@thecog.com or 603.616.6503.

- Both ads in Littleton Courier - Wed, May 4, 2016 pg. A4



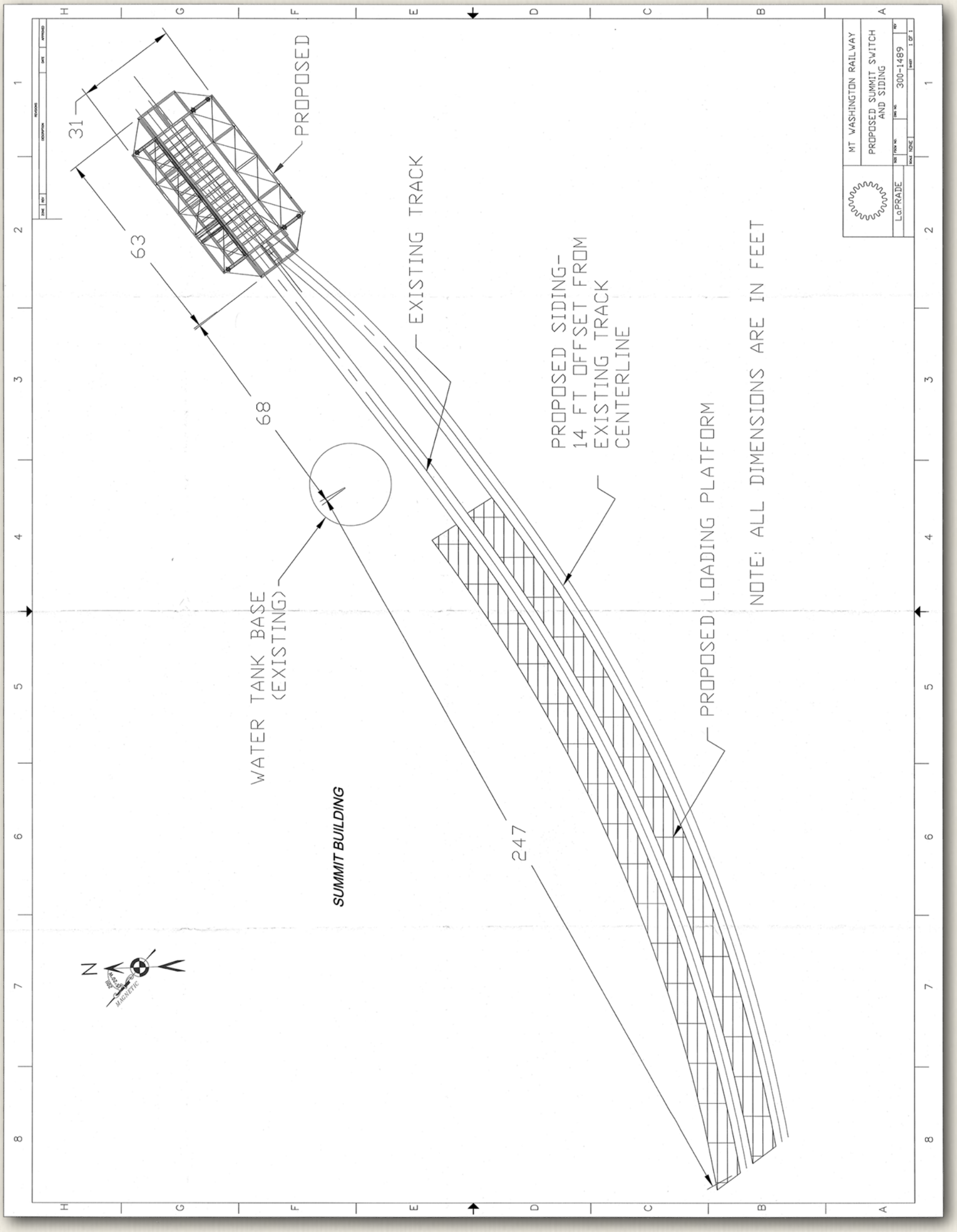
Summit Switch Install: *Track crew identified on Facebook - Steven Comeau, James Strickland, Martin Marchesseault, Dan Kenly, Paul Kenison, Damon Paul Kenison and Mark Sodergren (2016)*

- *Posted by Steven Comeau*
- *Mt. Washington Cog Railway: We Were There*








MT WASHINGTON RAILWAY
PROPOSED SUMMIT SWITCH AND SIDING
LaPRADE
300-1489
NONE
1 OF 1
PROPOSED
31
63
68
247
EXISTING TRACK
PROPOSED SIDING-
14 FT OFFSET FROM
EXISTING TRACK
CENTERLINE
PROPOSED LOADING PLATFORM
NOTE: ALL DIMENSIONS ARE IN FEET
WATER TANK BASE
(EXISTING)
SUMMIT BUILDING
N
MAGNETIC

Cog will be offering some new events in celebration of the anniversary. July 15 and 16 marks the first annual Handcrafted Fest at The Cog. The League of NH Craftsmen, NH Handmade and WREN exhibiters will be featuring their fine Granite-state products. On Saturday, Aug. 20, The Cog will host its first ever Steampunk Festival. Steampunk is a melding of the Victorian age fused with modern technology in a Wild-Wild West style for a colorful and exciting event. Throughout the season, there are special events, trains and discounts for visiting guests. Starting Memorial weekend, the Cog will be firing up its vintage steam trains, and will be running the steamer as the first train up the mountain throughout the season on scheduled days. Beginning June 19, everyone saves with $15 off their ticket on the last train on most days. Even this fall, passengers can save with a $10 discount beginning in September. Dis- counts are not available during Holiday periods. The details on the train schedule, specials and discounts can be found online. Advance ticket purchase is strongly recommended. Tickets for Cog Railway excursions can now be purchased online at www.TheCog. com or by phone at 603- 278-5404. The Cog is located at Marshfield Base Station on Base Road, Mount Washington, just six miles off route 302 near Historic Bretton Woods. For more information and the daily train schedule, visit thecog.com. *- Littleton Courier – Wed, Apr 27, 2016 pg. A7*



COURTESY PHOTO

Spring Lupines: A modern biodiesel and a vintage coal-fired steam train start the climb up the highest peak in the Northeast on a spring day. Mount Washington's Marshfield Base Station is the home of the world's first mountain climbing cog railway.

May 18th

Start of New Tourist Season: From the top of Mount Washington to the underground worlds of Polar Caves Park and Lost River Gorge, many of New Hampshire's White Mountains Attractions are set to open their doors for the summer. This popular New England region has been a vacation destination for generations of visitors, where trips to Story Land, Clark's Trading Post and Santa's Village are family traditions. Others look for adventures by heading up Mount Washington via the Cog Railway or the Auto Road, while Attitash, Wildcat, Cranmore, Loon and Cannon Mountains offer panoramic views from their summits via aerial lifts, ziplines and ropes courses. The Conway Scenic Railroad and the Hobo Railroad take excursions through beautiful mountain scenery. "The good weather has finally arrived, and we look forward to it carrying through the summer," said Jayne O'Connor, president of White Mountains Attractions Association in North Woodstock. "It will be tough to beat last year's record numbers at some of the attractions," she said, "since we had near-perfect weather all summer. But with the early interest we have had so far this spring, it feels like we'll have an- other outstanding season." The Mt. Washington Auto Road and Mt. Washington Cog Railway are open for drive yourself and train tours to tree-line and the summit (weather permitting) of Mt. Washington weekends until Memorial Day weekend when excursions begin daily. *Littleton Courier – Wed, May 18, 2016 pg. A11*



The Mount Washington Cog Railroad kick off their 147th season last weekend. NH NOrth Country Senator Jeff Woodburn presented a state resolution marking the occasion to owners Wayne and Susan Presby. The Saturday's number of rides to the summit broke all previous opening days (2016)
- Courtesy photo

2016

May 26th

Boiler Inspections: State inspector Carl Johnson watched the boilers of the No. 2 *Ammonoosuc* and No. 9 *Waumbek* successfully pass their annual hydro-pressure test. He said the conditions were satisfactory to grant operating permits for those engines.

June 4th

NHPTV Emmy® Award: "Documentaries about the history of the first mountain-climbing cog railway in the world and efforts to protect grassland birds won two Boston/New England Emmy® Awards for New Hampshire Public Television. *Climbing To The Clouds: The Mount Washington Cog Railway* explores the history of New Hampshire's iconic railway, from its founding visionary Sylvester Marsh to its current operations, to the dramatic times that have tested the engineering marvel that today still runs biodiesel and steam engines up the 6,288-foot mountain. (Historical/cultural program category: Steve Giordani, Producer/Editor; Catherine Bedor and Rebecca Metcalf, Associate Producers; Paul Lally, Writer; Dawn DeAngelis, Executive Producer) www.nhptv.org/cog "New Hampshire PBS is pleased that this story of a Granite State landmark and its role in the state's history was recognized for excellence by our television peers. We have a special connection with the Cog – our videographer and producer Steve Giordani was once a Cog Railway engineer," noted Peter Frid, President and CEO of New Hampshire Public Television.



Associate producer Catherine Bedor (center) is flanked by husband, Joel (left) and Lyndon State alum Steve Giordani who produced, shot & edited the piece (2016)

June 17th

Mt. Washington Commission Meeting: Edith Tucker of *The Berlin Daily Sun* reported, "The air was so clear on Friday morning, June 17, in Mount Washington State Park that members of the Mount Washington Commission could easily spot Portland Harbor in the distance as they walked from vans up to the historic stone Tip-Top House. Commission members Rep. Karen Umberger of North Conway and Senate Majority Leader Jeb Bradley of Wolfeboro presented a master plan subcommittee report outlining the importance of determining whether it is feasible to rehabilitate the freestanding, three-story Yankee Building, a 1940s-era facility that houses radio equipment for some 20 tenants, both public and private, that collectively pay approximately $300,000 a year in rent. These funds are earmarked to pay off the final four years of a bond that will be retired in 2020, which allowed Dartmouth College to sell 8.2 acres to the state park at summit ceremony on July 2, 2008. The total cost of a new building could range from $3 million to $10 million. Some of the federal Homeland Security monies that flow into the state Department of Safety could be made available, given the importance of this communications facility north of the notches. Wayne Presby, president of the Mt. Washington Cog Railway, said that work is going forward on the new switch and platform but that it will likely not be completely operational until spring 2017. Rack spacing has presented some technical hurdles, he said. Nonetheless, triple locomotive runs are taking place on a regular basis. A brand-new on-site-manufactured diesel locomotive has just entered service, making the Cog fleet the largest it has ever been: two coal-fired "steamers" and six bio-powered diesels. A new Air-Ride Coach will be built this fall. Interior rehab work was completed this winter at Marshfield Station. *- Berlin Daily Sun, June 20, 2016*



- Littleton Courier - Wed, Jun 22, 2016 pg. B13

FCC Refuses To Consider Base Station dwellings as "Housing Units": The Bretton Woods Telephone Company asked the Federal Communications Commission to adjust total housing unit data the FCC used to calculate BWTC's operating expense limits in a Rate-of-Return Reform Order. The phone company says the 2010 U.S. Census count missed 124 housing units by not including the dorms and

caretaker house at the Mt. Washington Hotel, as well as the boarding house and six cabins at the Cog Railway. The deputy chief of the FCC's Wireline Competition Bureau Carol Mattey rejected the request, saying the Census considers dormitories to be "group quarters" not housing units. Further, Mattey wrote phone company "photos submitted of... the (Cog) cabins are by themselves insufficient to demonstrate that they are housing units" or merely "buildings for equipment storage."

A Dram for Dad at the Bedor's Adair: "Fathers get their holiday this month, and in the grand tradition of manly celebrations through the ages, a toast to dad with a glass of whiskey at the Adair Country Inn and Restaurant is one he'll appreciate long after his visit. At the inn's Whiskey in the Woods event on Father's Day weekend, dads will learn all about this beverage, revered around the world. Set against the backdrop of a historic 200 acres White Mountains estate, two nights lodging, afternoon tea; breakfast and Saturday dinner. Also available for purchase are discounted greens fees for golfing and tickets to the Mount Washington Cog Railway.

- Littleton Courier – Wed, Jun 15, 2016 pg. A10

July 5th

Shakedown Cruise: "Success! M6 took her maiden voyage to the summit *(right)* this morning! Pictured are Shop Foreman John Suitor and Shop Crewman Martin Marchesseault. Picture taken by builder Al LaPrade. Engine is powered by a John Deere 13.5 liter engine"

- Mt. Washington Cog Railway FB page - Tue, Jul 5, 2016



July 15th

Handcrafted Festival: "Cog Railway's 1st Annual Handcrafted in NH Fest, and July 16. Marshfield Base Station on Base Road, Mount Washington, N.H. just six miles off route 302 near Historic Bretton Woods, N.H

- Littleton Courier – Wed, Jul 13, 2016 pg. B6

July 16th

Birthday Marketing: "Sullivan Creative, a results-driven brand and event marketing firm in Concord, is implementing a multi-year marketing campaign to promote The Mount Washington Cog Railway's 150th anniversary in 2019." *- Concord Monitor - Sun, Jul 17, 2016*

Ray Burton's Picnic: "Although its founder is no longer with us, the spirit of Ray Burton and his "Annual" picnic continues on July 16 with a rain-or-shine celebration of all public servants, both elected and appointed, as well as those seeking office and regardless of their political affiliations. Executive Councilor in state history for 34 years and for 22 years as a member of the Grafton Country Commission. A resident of Bath, Burton died on Nov.12, 2013. Following his death, the Raymond S. Burton Legacy Fund was established by his many friends to both celebrate and promote his passion for education and public service. The Legacy Fund has continued the tradition of Burton's annual picnics, which was knowns simply as the "Annual" and which this year will be held on July16 from 2 to 8p.m. at Celebration Field at the intersection of Pettyboro and Dodge roads in West Bath. The 2016 "Annual" will feature performances by several musical groups; food catered by Bailiwicks Restaurant; a cash bar and exhibitions of equipment from the Presby Transportation Museum. Also on hand will be the Mount Washington Cog Railway's "Peppersass" steam engine, which at a 150-years young, is billed as "the locomotive that built the world's first mountain-climbing cog railway."

- Littleton Courier – Wed, Jun 22, 2016 pg. A12



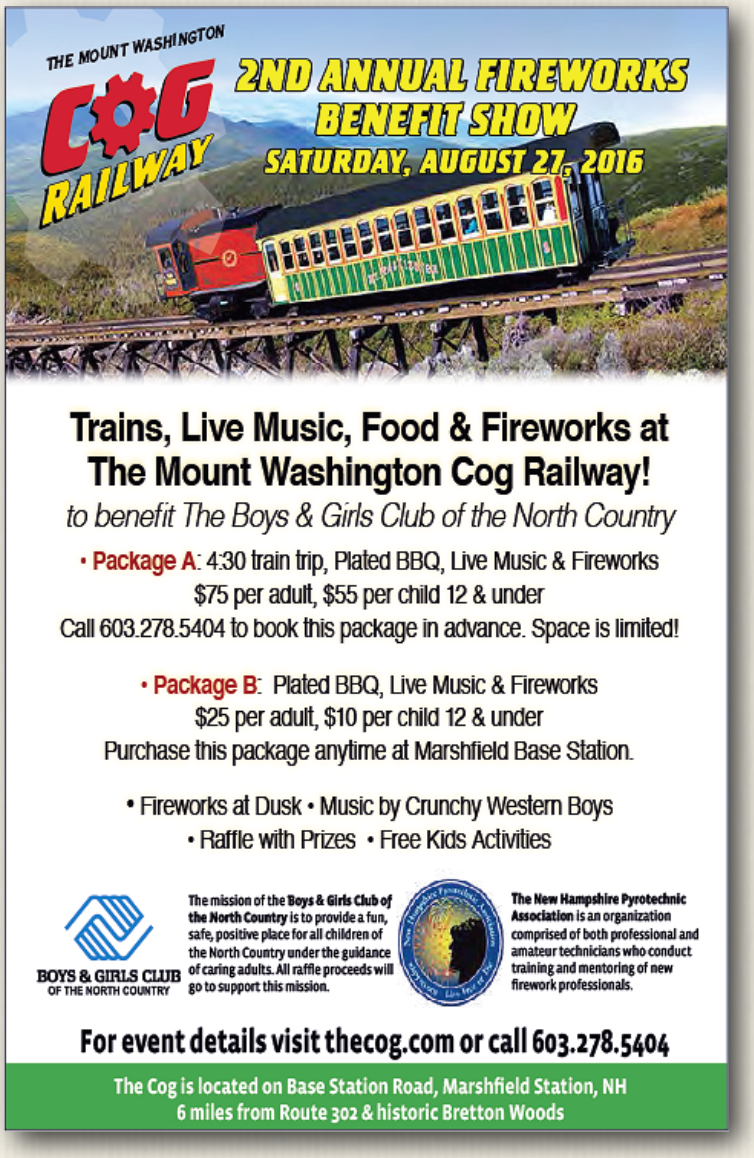
Steampunk Brakeman Eli August (2019)
- Michelle Authier Collection

August 20th

1st Steampunk Festival: "The Mount Washington Cog Railway is holding its first-ever Steampunk Festival "Railway to the Moon" from 10 a.m. to 5 p.m., featuring exhibitions, performances, and vendors. This free weekend event takes place at the Base Station of the Mount Washington Cog Railway. Steampunk melds the Victorian age with modern technology, science fiction, and a



Miss Jitney's Family's First Time: *Husband Richard (L) had swung through the Base Station with his new bride, Cintra (R) back in 1983, but the pair had not gone up the Mountain. Now 33 years later, Cin thought that daughter, Erica & Richard should experience a steam-powered climb. Saturday morning, July 30, 2016, Miss Jitney took them up. It was her first Cog train ride since 1967.*



- Littleton Courier - Wed, Aug 24, 2016 pg. A16

Comic Con edge where Steam- punk participants of all ages create a world of modern machines set in the age of steam power. The Railway to the Moon Steampunk Festival is based on the story of The Cog's inventor, Sylvester Marsh, and his desire to build a railroad to Mount Washington's summit in the late 1800s; an idea that was ahead of its time. Marsh was widely ridiculed for his idea and a New Hampshire state legislator nicknamed the project "Railway to the Moon." The Steampunk Festival features a special Steampunk steam train ride at 3 p.m. to the top of Mount Washington. There is limited seating for this train and visitors should call 603-278-5404 to buy tickets in advance. The Citizens of Antiford, a New Hampshire-based Steampunk community and Sylvester Marsh with his wife Cornelia will take The Cog back to the fantasy Victorian age of Steampunk. All visitors are welcome to join the Steampunk-themed fashion show at 12:45 pm; watch Todd Cahill demonstrate his amazing Steamachine Sculptures; shop for a variety of Steampunk-themed products from Steampunk vendors; learn about cycling in the White Mountains from The Wheelman; meet Benjamin West Kilburn, famous stereoscopic photographer from Littleton, NH; and learn more about steam trains and engines at The Cog. During the event, visitors may also view the newly renovated Cog Museum and Climbing to the Clouds, an Emmy-award winning documentary that chronicles the building of The Cog. *Peppersass* (pronounced "Pepper-sass"), the handcrafted engine that built The Cog, will be on display at The Cog during the event. *Peppersass* is currently onsite, but will be touring

the US over the next four-years to mark The Cog's 150th anniversary in 2019. The Cog Railway, the world's first mountain climbing cog railway, provides a sense of adventure and history as it makes the spectacular climb up a 3-mile-long trestle to the 6,288-foot summit of Mount Washington -- the tallest mountain in the northeast. No matter the weather, sun rain or snow, this once- in-a-lifetime experience is available May through November. Passengers may choose to ride The Cog in a historic coach powered by a vintage coal-fired steam locomotive or the more modern and eco-friendly biodiesel engines. The Cog is located six miles from Route 302 and historic Bretton Woods on Base Station Rd. Marshfield Station, NH, and just three hours from Boston. Advance ticket purchase is strongly recommended and are available on- line at thecog.com or by phone at 603-278-5404.

- Littleton Courier – Wed, Aug 3, 2016 pg. A14



Cog Crew Ready for Fireworks: *Machinist Joey Orlando posts the above picture on Facebook of Coggers ready for Barry Stewart's fireworks show. They pose in front of a spiffed up Peppersass on it trailer ready for its trip to Scranton, Pennsylvania. Jitney Jr numbers the faces and the Cog Hive mind profiles the following ID's. 1) Dakota Bishop, 2) Josh Bishop, 3) Kelly Rines Egglestone, 4) Tom Doyle, 5) Joe "Eggy" Egglestone, 6) Alison Caruso, 7) Paul Forbes, 8) Joe Orlando Jr., 9) Joanne Richardson, 10) "Mime" ?, 11) Little Joey Orlando, 12) Steve Comeau, 13) Rebecca Metcalf, 14) Adam Kendall, 15) Kel Caruso, 16) Tabitha Kendall, 17) Mariah Mackenzie & 18) Andy X Vanguard Villaine - train master (2016)*

- Joseph Orlando Jr collection via MWCR: We Worked There FB page

August 27th

Cog Pyro II: 2nd Annual Fire- works Benefit Show Saturday, Trains, Live Music, Food & Fire- works at the Mount Washington Cog Railway, to benefit The Boys & Girls Club of the North Country. Package A: 4:30 train trip, Plated BBQ, Live Music & Fireworks-$75per adult, $55 per child 12 & under. Call 602-278-5404 to book this package in advance. Space is Limited! Package B: Plated BBQ, Live Music & Fireworks-$25 per adult, $10 per child 12 & under. Purchase this package anytime at Marshfield Base Station.

- Littleton Courier – Wed Aug 24, 2016 pg. B13

September 3rd & 4th

Peppersass at Steamtown, PA: *Peppersass* (pronounced "Pepper-sass"), the locomotive that built the Mount Washington Cog Railway, the world's first mountain-climbing cog railway, traveled from its home at the base of Mount Washington in New Hampshire to celebrate the 100th anniversary of the National Park System



COURTESY PHOTO

Mount Washington Cog Railway owners Cathy Bedor (left) and Joel Bedor (right) flank Debbie Conway, Superintendent at the Steamtown National Historic Site.

and Steamtown's 30th birthday at the annual Labor Day weekend (Sept. 3 and 4) Railfest event at the Steamtown National Historic Site (NHS). Steamtown NHS is a railroad museum and heritage railroad located in downtown Scranton, Pa. More than 3,500 people attended to see *Peppersass* and other visiting locomotives and railroad equipment displays during this celebration of railroading. Cathy and Joel Bedor, co-owners of the Mount Washington Cog Railway and other representatives from The Cog were on hand for the celebration. They answered questions after the showing of Climbing to the Clouds, an Emmy-award winning documentary that chronicles the building of The Cog. "It is truly exciting to have *Peppersass*, the original 'little engine that could' be included with Union Pacific's Big Boy and the other premier railroad locomotives here at Steam- town for this special event," said Debbie Conway, superintendent of the Steamtown NHS. "Our visitors had the opportunity to learn how this engine achieved what was considered impossible "a railway to the top of the highest mountain in the Northeast." Nicknamed for its pepper-sauce bottle shape, the *Peppersass* cog engine was invented by Sylvester Marsh. In 1857, after becoming lost near the summit of Mount Washington during a climb, Marsh knew that there had to be a better way for people to reach the highest mountain peak in the Northeast and immediately began developing a plan to build the world's first mountain-climbing cog railway. A conventional train could never get up Mount Washington; It would take a special type of railway to carry passengers up the mountain. In 1861, Marsh was granted a patent for a steam locomotive using a cogwheel to grip a center notched rail. On July 3, 1869, *Old Peppersass* became the first cog-driven train to climb 6,288-foot Mount Washington. *Peppersass* is touring the US over the next three years to kick off The Cog's 150th anniversary in 2019. *Peppersass* celebrated its 150th birthday in August. The Cog Railway, the world's first mountain climbing cog railway, provides a sense of adventure and history as it makes the spectacular climb up a three- mile-long trestle to the 6,288-foot summit of Mount Washington; the tallest mountain in the northeast. No matter the weather, sun, rain or snow, this once-in-a-lifetime experience is available May through November. Passengers may choose to ride The Cog in a historic coach powered by a vintage coal-fired steam locomotive or the more modern and eco-friendly biodiesel engines. The Cog is located six miles from Route 302 on Base Station Rd. Marshfield Station, N.H. and just three hours from Boston. Advance ticket purchase is strongly recommended and are available online at thecog.com or by phone at 603-278-5404.

- Littleton Courier – Wed, Oct 5, 2016 pg. A11

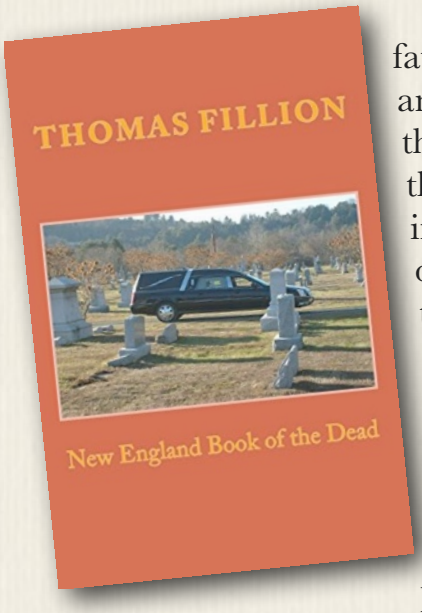


September 16th

Mt. Washington Commission Meeting: From the minutes: Mr. Presby reported that the summit switch is complete and they are starting to lay down the planks *(left)*. They plan to have the switch operational next spring. They are running triples to the summit on a regular basis: two steamers and six diesels make their biggest fleet yet. They redid the base station over the winter and will be paving the parking lots. Memorial Day weekend had one of their biggest days ever.

November 7th

New England Book of the Dead: Next Generation Cogger Thomas Fillion publishes his fifth book. Amazon.com describes the volume, "A retired diplomat, Robert Fortier, escorts his eighty-eight year old



father from Florida to their home state of Vermont to bury his father's sister in a poignant story of Thanksgiving. *New England Book Of The Dead* links together the 1906 fire that destroyed a Cornell University fraternity house, a horrific Christmas accident in the 1950's that shocked a small Vermont town, and the tragic occurrences at Mt. Washington, New Hampshire in the years 1967-1968 into a tale that reveals behind every ordinary life there are extraordinary circumstances." Jitney Jr finds Fillion's description of the dying relative in the Fletcher Allen Hospital in the novel to be true-to-life. Mrs. Jitney's final days occurred on the same floor in March 2000.

November 25th

Littleton Christmas Parade: The 2016 Littleton Christmas Parade will be held on Friday, Nov. 25 at Noon, beginning at the Hitchiner Parking Lot on Beacon Street and proceeding to the Littleton Fire Station. Celebrating its 30th Anniversary, the parade began in 1986 as an idea by resident Dennis Hartwell and was brought to reality by Hartwell starting with a float for Santa Claus, a police escort, the Littleton High School Marching Band and a piece of apparatus from the Littleton Fire Department. This year's theme for the Littleton Christmas Parade is "Parade of Trees; Wild and Crazy Ways to Decorate a Christmas Tree". As we celebrate a milestone year, we hope that many organizations, businesses, groups and individuals will participate in the parade, stated Hartwell. Special guests this year include Miss New Hampshire 2016, Caroline Carter; Grand Marshal Dr. John Sauter, Littleton's Citizen of the Year and *"Old Peppersass"* from the Mt. Washington Cog Railway (which is celebrating its 150th Anniversary). The annual Santa Party will take place immediately following the parade at the Littleton Community House on Main Street.-

- Littleton Courier – Wed, Nov 23, 2016 pg. A5



The Cog Railway brought their original steam engine, Peppersass, which is celebrating its 150th anniversary this year.

December 1st

A Skyline Hotel?: Mount Washington Cog Railway owners propose building a 35 room hotel and restaurant within the railroad's 99-foot right of way at Skyline. No specific design is revealed although Wayne Presby says one idea is to build it over the tracks. The idea is floated one week before they take the concept before the Coös County Planning Board. News of the proposal ignites an online petition in opposition from hikers and environmentalists. The Cog launches an online petition in support of the concept.

- See Appendix - Skyline Revisited

Mountainside Hotel: Travelers to the Northeast's highest peak may see a return to the graceful amenities of a bygone era if the Mount Washington Cog Railway has anything to say about it. Wayne Presby and Joel Bedor, owners of the railway, have set their sights on building a hotel about a mile from the mountain's 6,288-foot summit, in the area called Skyline. Skyline is about two-thirds of the way up the mountain and formerly housed a siding where trains could pass by each other. Since the trains are faster now due to the transition from steam to biodiesel engines, the siding is no longer necessary. The concept is still in the design phase, but one idea is to build the structure right over the track, within the 99 foot right of way owned by the railroad. The ambitious design concept would have



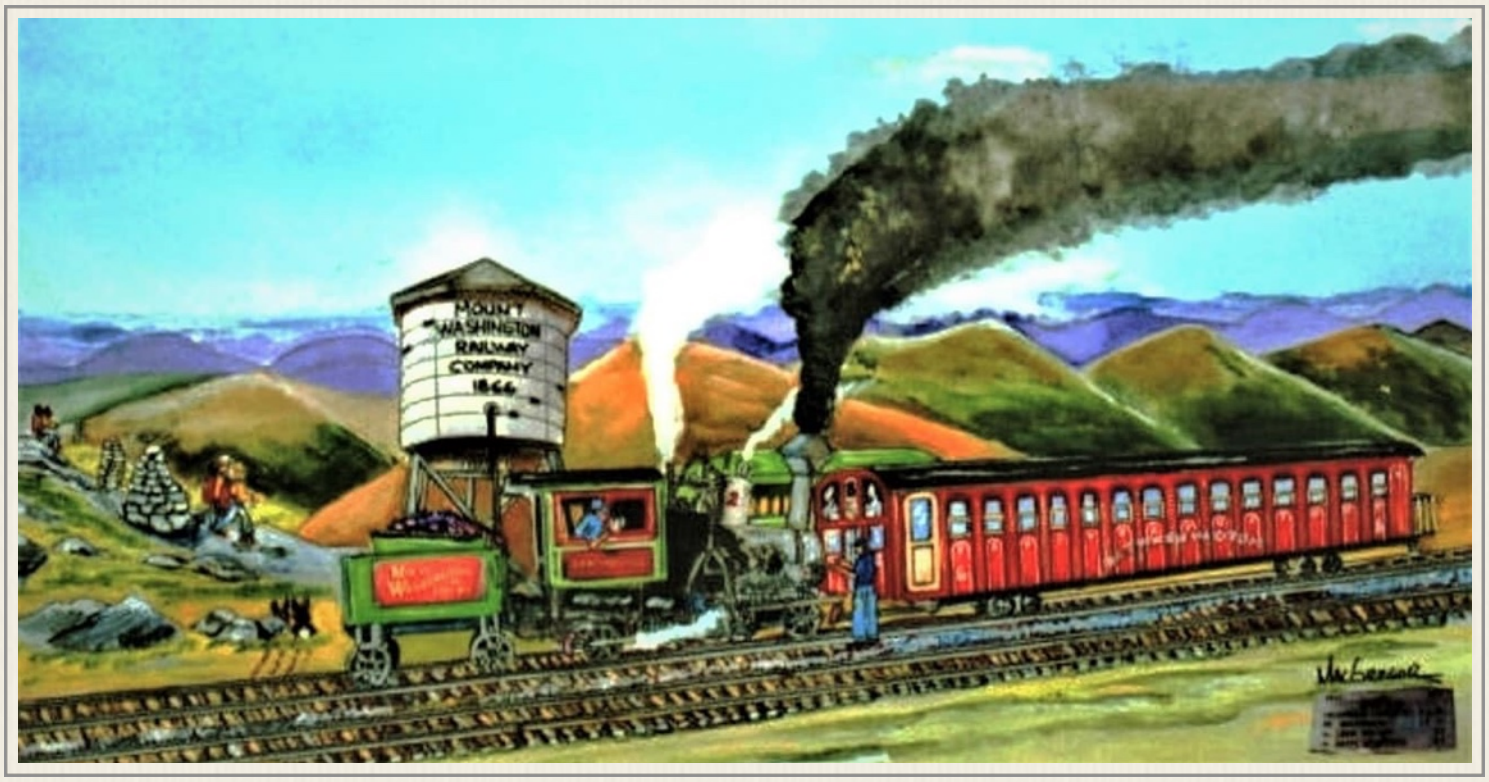
Engineer Peter Oeschle and his son pose in tender while brakeman Tommy Rhom stands on step and Joe "Eggy" Eggleston leans out with a crescent wrench (2016)
- Oeschle Family Collection

the train passing centrally through the hotel, be built to withstand the mountains extreme weather conditions, and provide a weather protected station of sorts for guests to board and de-board. Presby describes a high end, 35 room lodge and restaurant at the site, that in addition to providing an enhanced tourism experience, he cites would add a safety benefit to hikers that get caught in inclement weather. The hotel would be open during the railway's operating months, from May to November, and closed for the winter. Current overnight accommodations on the mountain are somewhat rudimentary, with the Lakes of the Clouds Hut and Mt. Washington Observatory offering co-ed bunkrooms and separate, shared washrooms. The multi-million-dollar project would be privately funded and built on land owned by the railway, which just closed out its fifth consecutive record-breaking year. The proposed Skyline Lodge location is in relative proximity to the Jewell Trail— a hiking trail that crosses underneath the train's trestle, so hikers making their ascent or descent could break up the hike into a two-day venture, with comfortable accommodations. As part of the project, the Cog Railway is offering to help the Mt. Washington State Park upgrade its septic operations. The mountain has seen an increase in tourism that has led to a lack of facilities to service the guests visiting the summit and a need for improved infrastructure to handle water and sewer problems. There has been some immediate opposition to the plan, and several petitions have been circulated online. Concerns cited on the petitions include the environmental impact of building in the fragile alpine zone, attracting more people to the already congested summit, and that the addition of the hotel would instill a false sense of security in hikers that could lead to an increase in emergency situations and rescues. The petitions garnered more than 3,000 signatures in the first three days. The Cog Railway responded with a petition of their own within hours. The railway's petition states, "The Appalachian Mountain Club is operating similar facilities for hikers already, and from a historical perspective, The Cog is simply recreating the ambiance and unique- ness of what existed on the mountain at the turn of the century." The concept will be presented for consideration to the Coös County Planning Board on Dec. 8, at 7 p.m., at the North Country Resource Center in Lancaster. If all goes well, and the necessary permitting can be secured, the railway hopes to have the Skyline Lodge operational in time for its 150th anniversary on July 3, 2019.

- Littleton Courier – Wed, Dec 7, 2016 pg A3 / See Vol. 4 Aggregated Timeline – Skyline Revisited

December 8th

Preliminary Plans Pitched: Mount Washington Cog Railway owners Wayne Presby and Joel Bedor informed the Coös County Planning Board of their tentative plan to build a hotel a mile from the summit of Mt. Washington this past Thursday, Dec. 8. Presby delivered the conceptual proposal without any specific plans or reference materials to illustrate the siting or building plan. The railway announced on Dec. 1 that it is considering building a 35-room, upscale hotel at the area of the mountain called "skyline" at 5,200 feet elevation, about a mile from the summit. The hope is to have the project complete in time for the Cog's July 2019 150th anniversary. Presby began the presentation with an in-depth history of Mt. Washington, explaining that the mountain is no stranger to development and has seen several hotels historically, as well as currently being home to a number of different state-owned buildings. Congestion at the summit has been a longtime issue with the increase in tourism to Mt. Washington since the Old Man fell. The mountain is host to 300,000 visitors a year, via train, auto road or on foot. There are issues with the current sewer infrastructure handling the increase in visitors to the park. Presby, who sits on the Mt. Washington Planning Commission, says part of the problem is that the commission's master plan, updated in 2010, prioritizes the promotion of Mt. Washington as a major tourism destination, but neither the commission nor the state has taken any actions to address the congestion issues at the summit or has a plan to update the overtaxed sewage infrastructure. "It's really intended as a means to address the overcrowding, and what we realize is a demand by tourists coming to Mt. Washington for overnight accommodations, and a lack of the infrastructure that is currently available at the summit," said Presby of the hotel concept. Although current zoning disallows the building of such a structure above 2,700 feet, board member Fred King said "Zoning regulations and statutes aren't cast in stone," and could be amended. Tara Bamford of the North Country Council, said that neither the planning board or commission could propose such zoning changes, but King said the board can make the decision to allow it. "It seems to me that they have an insurmountable problem," said King, of the state's lack of sewage infrastructure at the top of the mountain. Part of the railway's preliminary proposal is that they would put in a sewer line big enough to handle the waste needs of the whole mountain and provide leech fields at the base that the state could tie into it when they're financially ready to do so. Presby says that the state is currently dividing its attention and finances to housing the multitude of communications systems at the summit, an anticipated expenditure of 10 million dollars, rather than improving the summit's Sherman Adams facility to accommodate the increase in visitors to the mountain. He further



***Artistic License**: The Junkyard Artist William B. MacGregor Jr of North Riverton, R.I. posts a watercolor of a very inaccurate cog scene available from his Etsy.com shop - MacGregor has moved the Base Station water tank above the timberline to a trail crossing where there's more grass than rock. (2016)*
- William B. MacGregor Jr Collection

cites that the Mt. Washington State Park operates on a deficit and the railway has done much over the years to financially subsidize the park's operations. The meeting was attended by about 50 people, many of which are in opposition to the pro- posed construction. An online petition opposing the hotel has been in circulation since Dec. 2, and has amassed approximately 6,500 sig- natures since that time. The petition cites that the addition of the hotel would add to the congestion, negatively impact the fragile alpine zone, and provide a false sense of security to visitors to the mountain that could increase the number of rescues that N.H. Fish and Game is already tasked with. Presby says that the railway is amenable to making the structure "as green a building as possible," would heat the hotel with environmentally friendly bio- diesel, and that the sky- line area's ecology was already disturbed when the state had a contractor dig a trench for a powerline right beside the track, all the way up the mountain. "This is already an area that has had a tremendous amount of impact on it," said Presby. Board member Michael Waddell said he would like to see a more developed plan of the proposed structure, and that those in support or opposition will have very different imaginings of what the project may entail. Presby said that no plans have been drawn up yet and it remains to be determined what the design of the hotel would be. Planning board chairman John Scarinza said the board will need to seek interpretation of the unincorporated area's zoning regulations from their legal counsel and will provide an update to the railway when the information is available. Due to the lack of a formal application at this time, public comment was not taken at the meeting. *- Littleton Courier – Wed, Dec 14, 2016 pg A2*

Keep An Open Mind - Editorial: "We can complain," said Abraham Lincoln, "because rose bushes have thorns, or rejoice because thorn bushes have roses." It's all a matter of perspective and an increasingly impulsive inclination at that. When it comes to change and particularly to development many have a near knee-jerk reactions that are predictably for or against a proposal. Both sides provide somewhat generic logic that one, development is good – because it will foster economic growth, produce jobs, creates tax revenue and, by gosh, a person ought to be able to do what they want with their own land – or is bad -- because it will destroy a particular sacred spot, up-end a long- held culture or simply annoy their own sense of propriety. Take for example the idea proposed by the Presby and Bedor families, who own the Mount Washington Cog Railroad to build a 35-room hotel near the summit of the fabled Mount Washington. Almost before the ink was dry on last week's Union Leader, which broke the news, petitions were being drawn up and circulated against and then for the idea. A preliminary meeting was held this week with the Coös County Planning Board, who serves as the local governing unit for the unincorporated place of Sargent's Purchase, to discuss the project and the existing regulations. This gave the public an opportunity to have an informal discussion about the draft proposal. People should sit tight and listen to the discussion and bear in mind that the owners have a right to use their property in a way

that adheres to Coös County's land-use ordinances and other regulations. They should also con- sider that the summit of Mount Washington was until relatively recently (half-a-century ago) in private hands and there was a large hotel there, among other things. Today, there is a plethora of interests and activities on the mountain, including a weather observation station, state park, museum, post office, auto road, railroad and of course overnight accommodations and meals served. It is an active location and has been for years. The developers, well known to many in the North Country, have a stellar record of success, a three-decade ownership of the Cog Railroad, one of the state's most popular and iconic destinations and lifting the Mount Washington Hotel out of despair and making it into a world class resort. They also have deep roots, strong community spirit and have proven to be careful stewards of our most cherished historic landmarks. They should encourage input from all parties and consider them seriously. It is the job of our regulatory officials to look solely at the proposal and the land-use laws that governs this location and allow them to make their best judgement on facts, not emotions or for that matter roses or thorns.

- Littleton Courier – Wed, Dec 14, 2016 pg A4

December 16th

Mt. Washington Commission Meeting: Edith Tucker of the *Berlin Daily Sun* reported much of the Commission meeting revolved around what to do with the 65-year old Yankee Building where vital communications gear is located but has no fire suppression system. The New Hampshire legislature will be asked to fund a $200,000 study to determine whether the structure can be rehabilitated for its current purpose, removed or rehabbed to accommodate visitors to the summit. "Cog President Wayne Presby recently suggested that adding another floor to the Sherman Adams Building should be considered, greatly adding to the available indoor seating space. Commission members also discussed the need to monitor and study the capacity of both the 800-foot-deep well and sewer treatment facility on the cone of the 6,288-foot mountain. Presby explained that the Cog Railway's recently announced concept of building a 35-unit hotel on its own 99-foot-wide right of way would include installing a sewer pipe all the way to its Marshfield Base Station, where leach fields would be located. He has consulted with an expert family member, David Presby of Presby Environmental in Whitefield, as well as the Cog general manager, who has experience operating a system similar in concept to the one the Cog partners envision. If the controversial hotel plan moves forward, Presby pledged to build the sewer system so that it could handle summit waste."

- Berlin Daily Sun - Dec. 19, 2016

From the Minutes: "FY2016-17 the sewage treatment plant is operating at 5000 gal/day and DRED is assessing options for modification, adding onto, or installing a new treatment plant for processing 7000 gal/day; Members continued to discuss sewage treatment-related issues, including the viability of a sewer line installed along the Cog track. Mr. Mansfield said that the engineering consultant involved in the installation of the power line estimated that such a sewer line was not feasible due to the pitch of the line, the flow rate of the sewage, and what would be required to slow the flow rate. Mr. Camille provided his report on (park) operations, including: a) a new 6000 gal. concrete tank was installed for storage of sewage during peak flow periods. Cog Railway Partner Report. Mr. Presby reported 111,800 riders this past season. They will add a sixth bio-diesel locomotive with an air-ride, climate controlled coach. They had to limit parking in August and October due to increased use of the lots, including use provided to hikers. The Cog Railway is presenting to the local planning board their proposal of a 35-bed hotel located at the Skyline switch. They will construct a sewer line for the hotel and can expand its design to accommodate the State's needs. (The Appalachian Mountain Club) withdrew their (new) hut proposal at Crawford Notch.

December 28th

Talking Rotary: Reporter Robert Blechl attended the Littleton Rotary Club meeting where the co-owner of the Cog railway spoke. "Less than a month after presenting their conceptual for a seasonal 35-room lodge on the side of Mt. Washington, one of the two developers on Wednesday *(12/28)* said the plan is advancing toward more specifics and they intend to go back before county planners this spring. Joel Bedor, who with Wayne Presby owns the Cog Railway and is proposing what would be the Skyline Lodge below the summit of Mt. Washington, also gave some details on what the hotel could look like. "It would be a very traditional building, a lot of stone, and natural wood on the interior," said Bedor. "I like the Swiss chalet style, and it may have some of those characteristics." The goal is to have the roughly 24,000-square-foot lodge, which would be open for guests from about June to October and be located in an area of the mountain called Skyline, fit in with the sur-

rounding environment, he said. As of Wednesday, the Coös County Planning Board was still awaiting an opinion by its legal counsel to determine if the lodge, which would sit at about 5,200 feet in elevation, can receive a variance, as the county zoning ordinance, designed to protect high-elevation areas, does not currently allow structures above 2,700 feet. Bedor and Presby and some county planners say an exception should be made because the lodge would be on private property and would not impact the surrounding environment, and Bedor said it would follow in a spirit of 150 years of lodges on Mt. Washington. "We have a number of months of planning to do before we go back before the Coös County Planning Board," said Bedor. "At that time, we will have a specific proposal and hope that it will be favorably received." An online petition seeking to stop the Cog Railway from constructing the hotel had more than 7,100 supporters signing on as of Wednesday. A competing petition in support of the hotel has nearly 600 supporters."

- Caledonian Record - Thu, Dec 29, 2016 pg. 1



***Lawn Sculpture**: Old metal cabs never die (2016)*
- Woody Thompson Collection

2017



January 1st

Jerry's Trackside Dinner at Bretton Woods: A posting on the *Model Railroader* general discussion forum: "Why the earth are we stopping at Bretton Woods this month? Bretton Woods is a town of rather unknown fame. First of all, it is home to the first mountain climbing cog railway, which started operation in 1858 *(1869 actually)*, many years before the Swiss discovered that shuttling tourist up the mountains is a lucrative business. Up until a few years ago, much of the original equipment was in daily use, but in recent years, rather unsightly Diesel locos have taken over from the unique steam engines. The line has lost a lot of its pioneering atmosphere through this move." - Anonymous. "Thanks for setting up the diner in beautiful, but rather chilly, New Hampshire, Sir Madog! My last visit there was some thirty years ago! Fond memories, indeed. Things were still pretty-well maintained then but you could see a bit of tarnish on the silver *(above)*. These photos were taken in July of 1986, and you can see that folks *(right)* are bundled up against the chill." - gmpullman from Collinwood, OH. "When I first saw a video of the Mt. Washington Cog Railway, I found it quite odd, that most of the line is built on a trestle. It was certainly much cheaper to erect the trestles than to do any extensive grading work in this rough terrain, but maintaining the trestles must be a killer for any profitability. I just love the steam locos for their unique design. I am surprised no one ever had the idea of making a working model of them. Shapeways has a non-operational 3D print in both HO and O scale, the latter one being rather expensive. Ed - thanks for posting the pictures!" - *Anonymous* "I would love to see a working cog railroad for HO scale. That would be very cool." - *Cederstrand*. "I'm very familiar with the Cog Railway and Mt Washington, having visited the area yearly with the Boy Scouts for the past 40 years. I agree with Ulrich that something was lost when the Cog switched from steam to diesel. The first train of the day is still steam, but everything else is diesel. Meh. A couple of years after I started going with the scouts, a bunch of us decided to climb Washington using the trail up Tuckerman Ravine. Around a dozen 12-17 year olds, accompanied by two college age adults. This is the first weekend in August, and when we start out it's sunny with temperatures in the high 70s - low 80s. We get half way up the headwall and the temperature is dropping and it's starting to drizzle. We get three quarters of the way up the headwall, and now we're getting freezing rain. Big question now is should we continue up where the temperature is most assuredly NOT going to get warmer, or try to go down over the already very slippery rock. Since any fall would most likely be fatal, the decision was made to continue up. By the time we reached the summit, there was 4 inches of snow on the ground. We were good scouts and followed the motto "Be Prepared", but there's a difference between preparing for rain and cool temperatures, and preparing for snow and ice. We didn't have $20 between the entire group, and back then college students didn't have credit cards. We were pretty miserable. Luckily the operators of the Cog took pity on us, and we caught the last train down of the day. Weather at the bottom..... Overcast, dry, with temperatures in the 60's. A memorable day in more ways than one."



- http://cs.trains.com/mrr/f/88/p/260340/2926642.aspx?page=0 */jlehnert*

January 28th

Amherst Railroad Hobby Show: *Peppersass* (pronounced "Pepper-sass"), the locomotive that built the Mount Washington Cog Railway, the world's first mountain-climbing cog railway, traveled from its home at the



COURTESY PHOTO

Peppersass, the locomotive that built the world's first mountain-climbing cog railway (the Mount Washington Cog Railway) was a popular attraction at the Amherst Railroad Hobby Show.

base of Mount Washington in New Hampshire to appear at the Annual Amherst Railroad Hobby Show (Jan. 28 and 29) at the Eastern States Exposition Fairgrounds in West Springfield Massachusetts. More than 23,000 railroad enthusiasts attended the show, which featured other railroads and scale model railroads, historical societies, rail-related manufacturers, and more. *Peppersass* is touring the U.S. and visiting railroad and tourism related events and museums over the next three years to kick off The Cog's 150th anniversary in 2019. The Mount Washington Cog Railway appeared at the *Boston Globe* Travel Show at the Seaport World Trade Center in Boston from Feb. 10-12. Nicknamed for its pepper-sauce bottle shape, the *Peppersass* cog engine was invented by Sylvester Marsh. In 1857, after becoming lost near the summit of Mount Washington during a climb, Marsh knew that there had to be a better way for people to reach the highest mountain peak in the Northeast and immediately began developing a plan to build the world's first mountain-climbing cog railway. A conventional (traction) train could never get up Mount Washington; It would take a special type of railway to carry passengers up the mountain. In 1861, Marsh was granted a patent for a steam locomotive using a cogwheel to grip a center notched rail. On July 3, 1869, *Old Peppersass* became the first cog-driven train to climb 6,288-foot Mount Washington. The Cog Railway, the world's first mountain climbing cog railway, provides a sense of adventure and history as it makes the spectacular climb up a 3-mile-long trestle to the 6,288- foot summit of Mount Washington -- the tallest mountain in the northeast. No matter the weather – sun rain or snow – this once-in-a-lifetime experience is available May through November. Passengers may choose to ride The Cog in a historic coach powered by a vintage coal-fired steam locomotive or the more modern and eco-friendly bio- diesel engines. The Cog is located six miles from Route 302 on Base Station Rd. Marshfield Station, N.H. and just three hours from Boston.

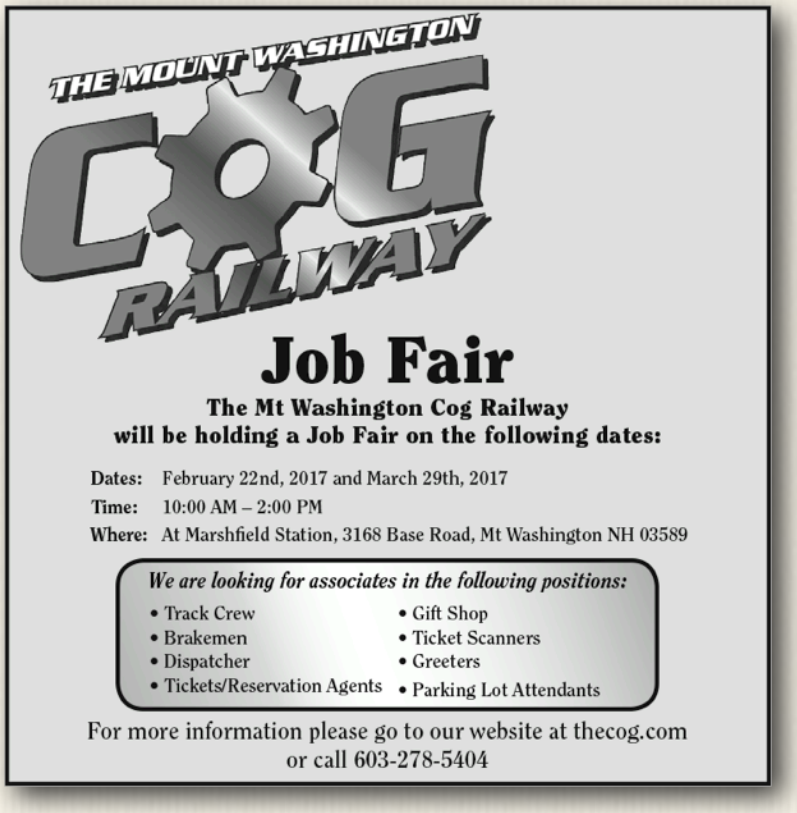
- Littleton Courier – Wed, Feb 15, 2017 p.A10 w/ pic & Wed, Feb 22, 2017 p. A15 w/ pic

February 3rd

Skyline Lodge Opposition Fundraising:

"Please start sharing and liking this page to protect Mt. Washington from further development. Visit the donation Web page to make donations to stop the building of the hotel at Skyline Switch on the side of Washington. No dollar amount is too small and all the support is greatly appreciated. Please don't forget to sign the petition as well. I'll post links below for all. Thank you everyone! - Rachel Lewis on Facebook."

Protect Mount Washington



- Littleton Courier - Wed, Feb 8, 2017 pg. B13

February 16th

Skyline Lodge Opposed: "The Skyline Lodge proposed for the side of Mt. Washington is now being opposed by six conservation groups, who say it would jeopardize sensitive and scenic alpine zones protected under the county's master plan. On Thursday *(2/16)*, representatives of the Appalachian Mountain Club, Appalachian Trail Conservancy, Conservation Law Foundation, N.H. Audubon Society, Society for the Protection of N.H. Forests, and The Nature Conservancy wrote the Coös County Planning Board with their concerns. Current regulations do not allow for structures above 2,700 feet, though at least one planning board member said the ordinance can be read another way. On Friday *(2/17)*, Bedor said an application is advancing and he and Presby expect to go back before county planners in mid-to-late spring. "We feel we have an excellent plan and we'll address some of the concerns that folks may have," he said."

- Caledonian Record - Sat, Feb 18, 2017 pg. 1

February 21st

Blowing Snow & Back Country Ski Safety 101: In early 2017, the Cog Railway begins experimenting with winter operations by blowing snow off the tracks all the way to Jacob's Ladder. The device attached to the front of a bio-diesel engine appears to be a success, and caught the attention of a Franconia retiree who is a former Search & Rescue volunteer and avid back country skier. A self-proclaimed "Headwall Master," he posted the following on the





timefortuckerman.com forums using the online name of Lftgly. "I do not consider the Cog Railway "backcountry touring", any more than skiing the Auto Road. If you've followed T4T, you know I've posted many Cog photos in the past. But the Cog is not "backcountry" - it has an uphill lift, and snowmaking hydrants, for starters. Yesterday *(2/21)* Dave Moody, the track foreman, ran the snowblower up the tracks beyond Jacobs Ladder, with Ryan driving the biodiesel. Dave was a Lift Mechanic at Cannon for years, and his wife was a Tram Operator, so he has some appreciation for skiers. He blew the snow off the tracks, onto the Power Line trail that runs from the Upper Waumbek Switch to Jacobs Ladder. That Power Line trail was bulletproof Sunday & Monday, now it literally has a "Machine Groomed Loose Granular" primary surface, on top of that "Packed Powder" base. That pretty much seals the deal for me, disqualifying the Cog from the "backcountry" category. That said, the Cog is one of our primary access

routes to the Westside, and all the backcountry skiing the Presidentials offer. (Mt. Washington) State Park manager, Mike Pelchat once accused me of taking the "Lazy Man's" way up Mount Washington, and he is right. The Cog Base elevation is 600-700 feet higher than AMC Pinkham Notch Visitor Center, and offers a more direct low-angle approach than the Auto Road on the Eastern Slope approach. A Cog Railway ascent is steeped in history, offers beautiful views, and an impressive wood trestle, plus the iconic Waumbek Tank. Below the Upper Waumbek Switch, the Cog Railway has cleared its property to the edge of the National Forest, offering 2 "ski trails" wide enough for swooping Tele turns, or frankly, skiers & riders who are not very good at turning. Many to choose a Cog Railway tour as an introduction





to "backcountry touring." I have seen school buses there from high schools & colleges, from all over the Northeast (Holderness School was there Monday). If you do your homework, you already know the Cog has more safety hazards than you'll ever find on an introductory tour up & down the Sherburne Trail or GOST, or in the backcountry. Do not be fooled into complacency - This is not a ski area! This is not National Forest! This is private property!

There are numerous hazards along the tracks, and it is NOT the Cog Railway's job to protect you from, or to remove those hazards. For years, I put flagging on pipes and rails that lurk along the Cog, but I gave up. The Cog invested their own money in an ambitious clean-up along the tracks for two years (2011-2012?). But those who haven't witnessed the "before" and "after" pictures still whine and complain that the Cog should clean up the along the tracks. In fact, recent improvements along the trestle to improve safety of train passengers have created NEW hazards for skiers & riders. Hundreds of anchor plates have been buried in the ground adjacent to the tracks, connected with one-inch steel rods to U-bolts on the trestle, fitted with turnbuckles to adjust the tension of the rods; 3 or 4 foot-long pieces of RE-BAR are used to tighten the turnbuckle. In many places the RE-BAR is left pointing up, and these are buried in snow next to the tracks. LEAVE AT LEAST ONE SKI-LENGTH between your turns, and the tracks! DO NOT SKI BETWEEN THE TRACKS below Upper Waumbek Switch!!! Unless, of course, you think that untracked snow next to the trestle is worth impaling yourself on a piece of three-quarter inch RE-BAR. My point being, this is private property, and access to Mount Washington via their property is at the dis-



Back country skier at Jacob's Ladder (Feb 2013)
- Ethan Lemieux Photo FB page

cretion of the owners. You travel at your own risk. You are an uninvited guest. There is no Mount Washington Volunteer Ski Patrol to stabilize your injuries, and evacuate you in a toboggan. There is no Snow Ranger to advise you of the avalanche hazards in terrain accessed from the Cog, i.e. Ammonoosuc Ravine, Burt Ravine, and the Great Gulf. There isn't even a White Mountain National Forest sign warning you that "the area ahead has worst weather in America" ..because you are NOT IN the White Mountain National Forest - you are on PRIVATE PROPERTY. The first skier/rider/hiker who gets injured and sues the Cog Railway will ruin it for everyone. Our access to Mount Washington via the Cog depends entirely on every one of us respecting the Cog's property and equipment. If you see someone vandalizing property, or behaving recklessly, offer a kind word. If that won't correct the problem, then I encourage you to contact the Cog Railway."

February 22nd

Planning Board Preps for Permit: "(Chairman) John Scarinza informed the (Coös County Planning) Board that he had received a legal opinion from Attorney Waugh regarding procedural guidance to a developer proposing a building project in a PD6 - High Elevation zone. Mike Waddell made a motion meet with legal counsel under 91- A:2 I(b) – Consultation with Legal Counsel. Ed Mellett seconded the motion. Jennifer Fish, Clerk called the roll and all voted in favor of the motion (to go into executive session.) The (public) meeting resumed at 7:10 PM. Rep. Moynihan made a motion to seal the minutes of meeting with legal counsel until a determination has been made on the PD6 application assuming the Board receives one. Commissioner Brady seconded the motion and all members voted in the affirmative."

- http://www.cooscountynh.us/sites/coosconh/files/minutes/minutes-file/02-22-17.pdf

Coös Planning & Cog Railway Hotel: The Coös Planning Board doesn't have a formal proposal for a hotel high on the flank of Mount Washington, but members are already exploring whether a hotel can be located in such a "protected district." During a regularly scheduled meeting last Wednesday (2/22), the board went into a private session with lawyer Christine Fillmore to discuss how much latitude it has when it comes to zoning regulations. The issue is a controversial proposal by Wayne Presby and Joel Bedor to build a 35-room hotel in a protected area at a height of about 5,000 feet. The Presby and Bedor families own The Cog Railway and say the hotel would be on land they own and would be privately financed. "The board has been asking for guidance and how you would interpret some of those uses in a protected zone," said planning board Chairman John Scarinza. That's a reference to part of the Coös County zoning regulations designed "to protect certain critical areas from inappropriate land use activities which may degrade their environmental quality." That includes "steep slopes and high elevations." Those are defined as terrain above 2,700 feet and slopes exceeding 60 degrees. Presby raised the possibility of a hotel at a planning board meeting in December, and planning board Vice Chair- man Fred King contend- ed that one section of the regulation gives the board the latitude to approve such a project. It reads: "Other structures, uses or services which the Board determines are consistent with the purposes of this sub-district and of the Master Plan and are not detrimental to the resources or uses which they protect." Scarinza declined to share the legal advice, but said the lawyer has "given us guidance on things that the board should consider if and when it receives an ap- plication. Once an application comes in the board will have to make its best judgement going forward." Presby declined to provide an update on the project. Six conservation groups are opposing the project citing the "rare and fragile nature" of that alpine environment. The groups also say the hotel would harm the "extraordinary scenic and cultural value." The groups are the Appalachian Trail Conservancy; the Conservation Law Foundation; New Hampshire Audubon; The Society for the Protection of New Hampshire Forests and The Appalachian Mountain Club. Presby and supporters of the project say there is a history of hotels on Mount Washington, the area along The Cog Railway is hardly pristine, the hotel would provide a safe haven for hikers in case of bad weather and



CHRIS JENSEN

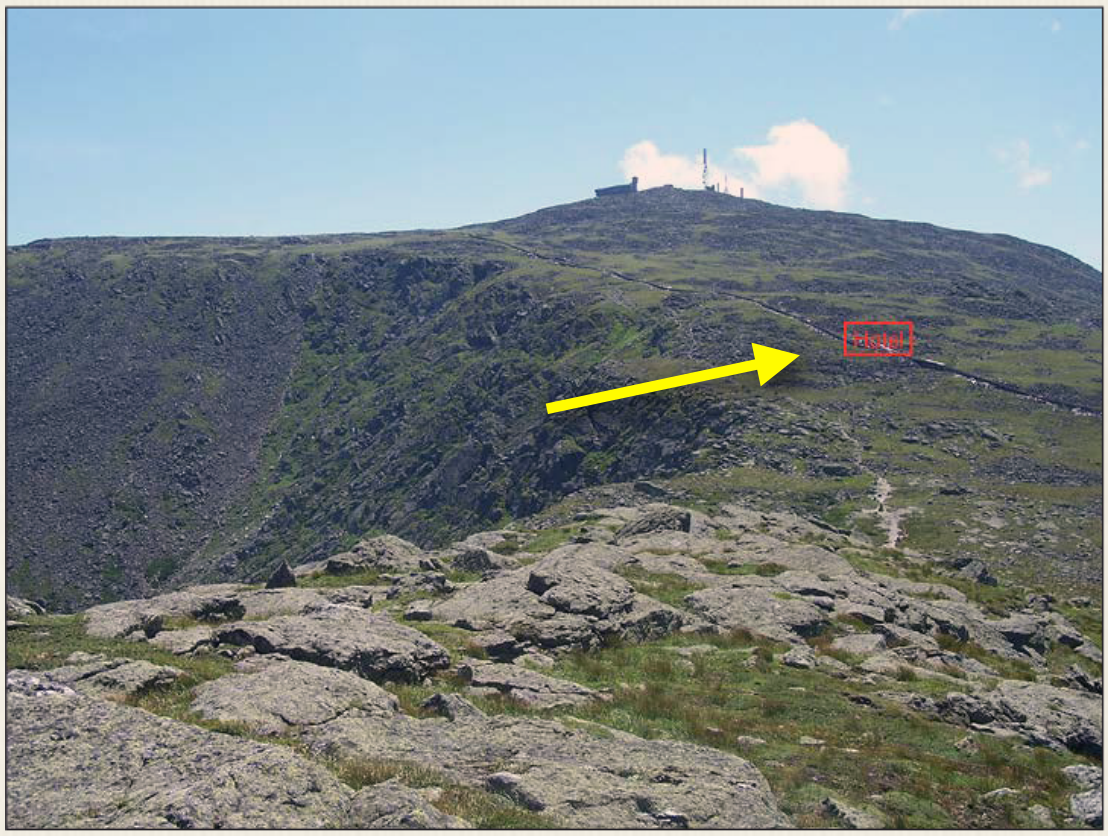
The Coös Planning Board doesn't have a formal proposal for a hotel high on the flank of Mount Washington, but members are already exploring whether a hotel can be located in such a "protected district."

would provide an economic boost. The Appalachian Mountain Club is familiar with such controversies. It has been on the other side. It operates eight huts offering meals and lodging in The White Mountains and in 2015 it proposed building a new one in the Crawford Notch. The proposal was strongly opposed by outdoor enthusiasts as a commercialization of the area. New Hampshire Fish and Game also opposed it, noting it would be located in high-elevation habitat. The agency quoted an AMC document that describes such habitats as "a very limited, yet critical component of the Northeastern landscape." The AMC eventually withdrew the proposal.

- Littleton Courier – Wed, Mar 1, 2017 pg A13

March 22nd

Conservation Groups Unite: Opposition to the Mt. Washington Cog Railway's (MWCR) proposed trackside hotel has gained momentum over the past few months. Owners of the railway, Wayne Presby and Joel Bedor, made an in- formal presentation to the Coös County Planning Board on Dec. 8 of last year, seeking input on their idea for an upscale, 35-room lodge and restaurant at the area called Skyline at 5,700 feet elevation. While they had no building plans at the time, it was suggested that the hotel could be built straddling the track within the footprint of land owned by the railroad. The concepts announcement was immediately met with resistance, first by way of an online petition that quickly amassed thousands of signatures and has since grown to over 8,400. Now, a coalition of conversation groups called Keep the Whites Wild (KTWW) has formed and launched the Protect Mount Washington campaign to halt the construction of the pro- posed trackside hotel. Keep the Whites Wild has the support of The Waterman Fund, The American Alpine Club, The Access Fund, Friends of Tuckerman Ravine, The New England Wildflower Society, Friends of the Ledges, and Protectors of the Ammonoosuc River Corridor. Other conservation organizations have voiced opposition to the project as well, to include The Nature Conservancy, Appalachian Mountain Club, Conservation Law Foundation, Forest Society, NH Audubon, and Appalachian Trail Conservancy. KTWW stated mission is "to preserve and protect the diverse biology, natural aesthetic, and intrinsic value of New England's White Mountain region." While they oppose the mountainside hotel, they say they would support construction of a hotel at the Cog's base where they say "such a project could foster greater employment opportunity, will have less environ- mental impact and less strain on the mountain's infrastructure." In a letter sent to the Coös County Planning Board and Zoning Board of Adjustment, KTWW cite that the hotel's preliminary proposal is contrary to numerous sections of the Coös County Master Plan and provisions in the County Zoning Ordinance and Site Plan Review regulations. They say that the necessities of a variance, a development district permit, a PD6 permit and site plan approval make it self-evident that a hotel in the proposed location would be detrimental to the resources the master plan and zoning ordinances were designed to protect. KTWW has concerns that the construction of the hotel and its visitors will be detrimental to the alpine habitat, which has been ranked as Tier 1 Highest Ranked Habitat by NH Fish and Game. They say that the footprint of the hotel, trenching and disturbances caused by the installation of utilities would ir- reparably destroy a substantial amount of alpine habitat, and the wanderings of hotel guests would devastate alpine vegetation and soils. While Presby said that the hotel could provide refuge and improve public safety, KTWW says the hotel would have the opposite effect, by way of encouraging inexperienced and un- prepared guests to hike to the



COURTESY

The Mt. Washington Cog Railway's proposed trackside hotel's building site at the area known as Skyline, at 5,700 feet elevation.

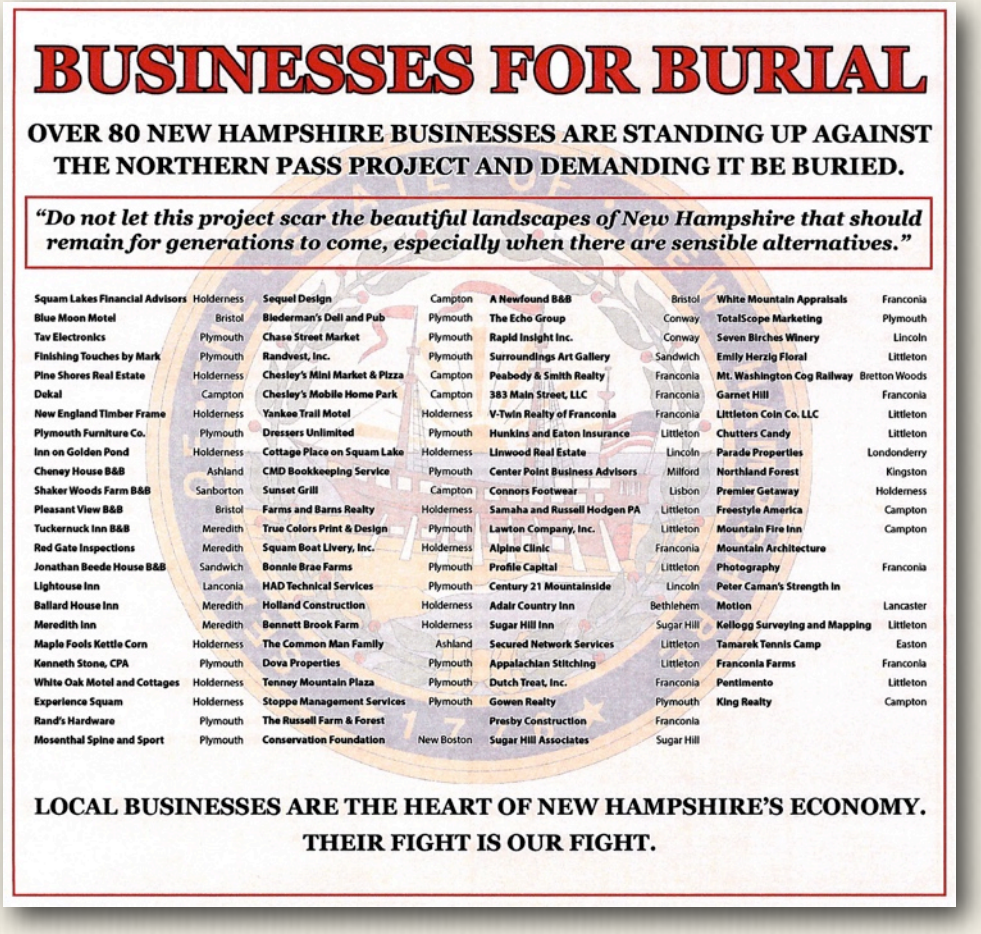
summit and necessitate more rescues. The organization also says that Presby's claim that the hotel would be a continuation of use, referencing the mountain's history of summit hotels, is not a reasonable argument in favor of permitting new construction. "Our stewardship of New Hampshire's natural places has dramatically improved since the turn of the twentieth century, as evidenced in part by the creation of the White Mountain National Forest, the establishment of the NH Dept. of Environmental Services, Fish and Game Dept., and enactment of the Coös County Master Plan, Zoning Ordinance and Site Plan Review regulations," stated KTWW. They also say that the Cog's suggestion that the facility could help alleviate the problem of crowding at the summit is unsupported. They said, "Rather than alleviate existing summit crowding, the hotel will simply put more people in the alpine zone—Given its relative proximity to the summit, the hotel will exacerbate summit crowding." KTWW said they have retained legal counsel and will vigorously contest the siting of hotel in the fragile alpine environment. *- Littleton Courier – Wed, Mar 22, 2017 pg. A6 w pic*

2017 Cog Ticket Prices

Age	3 Hour Round Trip
Adult 13-64	$69 (steam $75)
Senior 65+	$65 (steam $69)
Child (4-12)	$39 (all trains)
Child 3 & under	Free on adult's lap
One-way tickets	$48 (all trains)

April 12th

Bury It!: A Letter to Martin Honigberg, Chair of the New Hampshire Public Utilities Commission: "Enclosed is a petition joined by over 80 New Hampshire Business's collectively calling for the Northern Pass *(electric line)* project to be buried. These business's, large and small represent thousands of jobs in New Hampshire. The owners of these value all that New Hampshire has to offer, including its landscape and scenic beauty. They go to work every day, and invest every day in New Hampshire. Not because it has the cheapest electricity, because it does not. Not because it has the lowest business tax burden, because it does not. they choose to live in, work in and invest in New Hampshire because of the quality of life. Because of the unspoiled mountain vistas. Because of the breathtaking beauty around every corner. The technology exists to bury the line. The State has authorized the use of hour highways system to deliver power. Let's be smart about this. The risk is too great. We owe it to our children, and their children and for generations to come to do the right thing. We have the opportunity to do the right thing right now. Please consider consider all alternatives, including burying the line down I-93. It is the logical solution." The Mt. Washington Cog Railway *(left)* is one of the 80 companies. *(Ed. note: "The New Hampshire Supreme Court unanimously voted on Friday (July 19, 2019) to uphold the rejection of Eversource's proposed 192-mile transmission line, Northern Pass. The state's Site Evaluation Committee rejected the project in February 2018 based on land use effects during construction, employment and economic impacts. Eversource sought an appeal of the project, claiming Northern Pass wasn't fairly considered before being rejected. "The Court has made it clear — it is time to move on. There are still many clean energy projects that lower electric rates to explore and develop for New Hampshire and the rest of New England," Republican Gov. Chris Sununu said in a statement."*



BUSINESSES FOR BURIAL

OVER 80 NEW HAMPSHIRE BUSINESSES ARE STANDING UP AGAINST THE NORTHERN PASS PROJECT AND DEMANDING IT BE BURIED.

"Do not let this project scar the beautiful landscapes of New Hampshire that should remain for generations to come, especially when there are sensible alternatives."

Squam Lakes Financial Advisors	Holderness	Sequel Design	Campton	A Newfound B&B	Bristol	White Mountain Appraisals	Franconia
Blue Moon Motel	Bristol	Bloderman's Deli and Pub	Plymouth	The Echo Group	Conway	TotalScope Marketing	Plymouth
Tav Electronics	Plymouth	Chase Street Market	Plymouth	Rapid Insight Inc.	Conway	Seven Birches Winery	Lincoln
Finishing Touches by Mark	Plymouth	Randvest, Inc.	Plymouth	Surroundings Art Gallery	Sandwich	Emily Herzig Floral	Littleton
Pine Shores Real Estate	Holderness	Chesley's Mini Market & Pizza	Campton	Peabody & Smith Realty	Franconia	Mt. Washington Cog Railway	Bretton Woods
Dekal	Campton	Chesley's Mobile Home Park	Campton	383 Main Street, LLC	Franconia	Garnet Hill	Franconia
New England Timber Frame	Holderness	Yankee Trail Motel	Holderness	V-Twin Realty of Franconia	Franconia	Littleton Coin Co. LLC	Littleton
Plymouth Furniture Co.	Plymouth	Dressers Unlimited	Plymouth	Hunkins and Eaton Insurance	Littleton	Chutters Candy	Littleton
Inn on Golden Pond	Holderness	Cottage Place on Squam Lake	Holderness	Linwood Real Estate	Lincoln	Parade Properties	Londonderry
Cheney House B&B	Ashland	CMD Bookkeeping Service	Plymouth	Center Point Business Advisors	Milford	Northland Forest	Kingston
Shaker Woods Farm B&B	Sanborton	Sunset Grill	Campton	Connors Footwear	Lisbon	Premier Getaway	Holderness
Pleasant View B&B	Bristol	Farms and Barns Realty	Holderness	Samaha and Russell Hodgen PA	Littleton	Freestyle America	Campton
Tuckernuck Inn B&B	Meredith	True Colors Print & Design	Plymouth	Lawton Company, Inc.	Littleton	Mountain Fire Inn	Campton
Red Gate Inspections	Meredith	Squam Boat Livery, Inc.	Holderness	Alpine Clinic	Franconia	Mountain Architecture	
Jonathan Beede House B&B	Sandwich	Bonnie Brae Farms	Plymouth	Profile Capital	Littleton	Photography	Franconia
Lightouse Inn	Lanconia	HAD Technical Services	Plymouth	Century 21 Mountainside	Lincoln	Peter Caman's Strength In	
Ballard House Inn	Meredith	Holland Construction	Holderness	Adair Country Inn	Bethlehem	Motion	Lancaster
Meredith Inn	Meredith	Bennett Brook Farm	Holderness	Sugar Hill Inn	Sugar Hill	Kellogg Surveying and Mapping	Littleton
Maple Fools Kettle Corn	Holderness	The Common Man Family	Ashland	Secured Network Services	Littleton	Tamarek Tennis Camp	Easton
Kenneth Stone, CPA	Plymouth	Dova Properties	Plymouth	Appalachian Stitching	Littleton	Franconia Farms	Franconia
White Oak Motel and Cottages	Holderness	Tenney Mountain Plaza	Plymouth	Dutch Treat, Inc.	Franconia	Pentimento	Littleton
Experience Squam	Holderness	Stoppe Management Services	Plymouth	Gowen Realty	Plymouth	King Realty	Campton
Rand's Hardware	Plymouth	The Russell Farm & Forest		Presby Construction	Franconia		
Mosenthal Spine and Sport	Plymouth	Conservation Foundation	New Boston	Sugar Hill Associates	Sugar Hill		

LOCAL BUSINESSES ARE THE HEART OF NEW HAMPSHIRE'S ECONOMY. THEIR FIGHT IS OUR FIGHT.

- NH PUC files - Letter of Apr 12, 2017 / www.utilitydive.com



Engineer Steve Comeau works on the Waumbek, also knonw as MWCR 9, a coal-fired steam locomotive at the Mount Washington Cog Railway, ahead of the 2017 season (Apr 26, 2017)
- Photo by John Koziol, Union Leader Correspondent - Courtesy Joe McQuaid

April 28th

Mt. Washington Commission Meeting: Cog Railway Partner Report. Mr. Presby reported that the Cog brought Discover New England tour operators to the summit on April 23rd. The Cog Railway hopes to be able to provide trips to the summit year- round, as is done by similar operators in Europe during the winter season.

THE MOUNT WASHINGTON COG RAILWAY

Now Hiring
Track Crew

Love to work outdoors? Be part of a mountain railway team to replace, repair and remove tracks and components. Must be able to lift a minimum of 50 lbs. No experience necessary. Will train the right candidate.

Contact The Mount Washington Cog Railway at 603.278.5404 or apply in person or online at thecog.com. The Mount Washington Cog Railway is located on Base Station Road, Mount Washington, NH 03589.

- Littleton Courier - Wed, Apr 19, 2017 pg. B14

Single Family Ownership Once More: Edith Tucker of the *Berlin Daily Sun* writes "Joel and Catherine Bedor have sold their partial ownership share in the railroad to Wayne and Susan Presby and to the trust of their college-student daughter, Abigail Presby. "Myself and Susan and Abby's trust now hold 86 percent of the company," Wayne Presby explained on Friday *(4/28)* at the Weather Discovery Center before the beginning of the quarterly meeting of the Mount Washington Commission. "The remaining 14 percent is owned by other Presby family trusts; the Presbys have been majority owners," he continued. The Presby and Bedor families were the key investors who bought the Cog in 1983. The Cog's ridership has more than quadruped since 1983, thanks to the many equipment, infrastructure and customer-friendly upgrades the partners made to the longtime tourist attraction. Wayne (Presby) explained that a number of improvements are already on the docket as well as a plan to build a seasonal high-elevation hotel over the Cog tracks in Sargent's Purchase. "I've only recently received the permit application from from the Coös County Planning Board for the Unincorporated Places," he said. "It's the first formal application it has ever devised for zone PD-6. As far as I know, the Appalachian Mountain Club has never been required to apply to the board when it has made changes at its Lakes of the Clouds hut." The Cog's new switch and platform near the Sherman Adams Summit Building that will allow more locomotives on the track at the same time will likely be in use by the end

of May. "Not only will construction debris from this project be cleaned up, but a renewed effort will also be made to clean up all the trackside debris that has accumulated on the mountain over the years," Presby said. "We've already taken some 200 loads down to the base that we've picked up with a specially designed crane car, and we anticipate picking up another 100 loads." Track crews this summer will work the second shift so that this important project will not interrupt the time available to meet customer demand, he explained. "We're resurveying the whole line with a GPS system and special software so that we can develop a perfect profile, allowing our crews to remove some to the irregularities and slight misalignments that have developed over the years," Presby continued. "We're replacing all the 30-pound rail with 90-pound rail and adding a system of new clips designed to increase the current 2,300 pounds of force with 40,000 pounds of force. This will increase the line's structural integrity by 27 times! This is part of our longterm goal of keeping the Cog open all winter," he explained. "The Cog's side of the mountain does not have the kind of drifting snow to which the Auto Road is exposed." Another biodiesel locomotive - M7 - is planned and also another new quieter air-glide coach, designed with climate control to maintain a 70 degree temperature no matter what the outside temperature, Presby said. "Safety and customer comfort are our most important considerations," he added. "The changes we expect to make will also allow us to transport 2,800 people a day to the summit." Each day, the first train remains a traditional coal-fired locomotive, and an afternoon one will also likely be added in August to meet rail fans' demand. The Cog's future is bright, said Presby, noting that younger generations of Presbys are coming along to provide stewardship, including Abby, Thad and Trevor."

- BerlinDailySun.com - Apr 28, 2017

April 30th

Bedor Retirement Official: Cog Railway partners Joel and Catherine Bedor have announced their retirement effective April 30, 2017, and sale of their interest in The Mount Washington Railway Company to their partner, Wayne Presby. "A dedicated and expert group of managers and staff have made it possible for us to restore an aging and tired business founded in 1869 and make it the leading attraction in the White Mountains," said Joel Bedor. "I am confident that under the continued leadership of Wayne Presby the Mount Washington Cog Railway will continue to prosper and be a major economic engine for the White Mountains of New Hampshire." The Bedor and Presby families and a group of other investors purchased the Cog Railway from Ellen Teague in 1983 and have operated the Railway since then. Joel Bedor has served as the Company's Treasurer for 34 years, was President from 1986 to 1991 and has served as Chairman of The Board since 1991. During the last 34 years, the Cog has been a family affair, with Cathy Bedor serving as the Company's marketing director, and son William working during high school and college in several positions including engineer and more recently CFO. The Bedors and Presbys brought a commercial power line to the base station, built a new base lodge, restored an aging fleet of steam locomotives and coaches and more recently have replaced many of the steam locomotives with eco-friendly biodiesel locomotives, and have updated the coaches with larger and more comfortable models allowing ridership to more than quadruple during their 34 years of ownership." *- Business N.H. Magazine - Tue, May 2, 2017*



May 4th

Jitney Punches Out: "Jitney has made his final run for his season on the planet. He took a tumble last weekend *(4/29)* and fractured his right pelvis. No surgery was required for healing. Jitney Jr. & Miss Jitney were arranging home care, but Jit knowing how a cracked frame can bring a trip on the mountain to a halt, decided it was time to blow down his boiler for the final time. He had, of course, finished his part of the book – the operating manual – and was bemused by my continued research efforts to add more to the manuscript. He got to hear all the tales I dredged up from reviewing all the *Among the Clouds* issues and some other places. As I sat with him Wednesday night in his hospital room I completed sorting



Norman L. "Jitney" Lewis
1928 - 2017

out all the new stuff and got Version 4 (We had reached the Summit?) ready to go out for your review. If you ever listened to WCBS Newsradio 88 out of New York, you know they made sure to deliver information "On the Eights." If you talked with Jitney over the last few years, he was quick to point out that he was born on 8/8/28 at 8pm at home in Lunenburg, Vermont. Thus he was 88 this year heading for 89. Like his father before him, he waited until his offspring had left his hospital room before deciding to pull down his final rain curtain at 1:38am this morning *(5/4/2017)* to complete his "Grand Exit from this Stage" of human existence and remain 88. Considering his time at Mt. Washington, I would note that he, the defender of all things Vermont, made it past the 14th anniversary of the Old Man of the Mountain slipping away, AND although he knew more about "Star Wars" the Reagan missile defense proposal than "Star Wars" the pop culture phenomenon – his geek son figures there may have been some force involved with this self-declared atheist, who loved to talk religion with those who knocked on his door, and really liked this new Pope. Jitney was telling folks that ever since Francis' declared that atheists would be welcome in heaven - he probably would get "a cool corner in hell." The Jitney clan is sad, but good. We thank those Coggers who heard about his death over the various 21st Century track phones we use these days and have already sent their condolences and good wishes. For all our planning over the years, Jitney's exit went the way it was supposed to - within the bounds of making adjustments due to reality. So now the *Cog Operating Manual* becomes Jitney's final gift to all who worked on the Mount Washington Railway through 1967 - by telling their stories to those who decide to download and read the beast – both Next Generation Cogger/Cog off-spring as well as the "goofer" with a fascination with Sylvester Marsh's folly. Once I've... exhausted a few research avenues still on my list, I will put a bow on the final Version 6 of the *Cog Ops Manual*. *(You knew this Cog kid would use the Jitney Years loco number sequence as there was no No. 5 and Jitney has now traveled beyond the Great Gulf.)* There remain no plans for official publication of the manuscript due to copyright clearance issues, however the Associated Press has expressed interest in the work as it was mentioned in Norman L. "Jitney" Lewis' obit/press release circulated to Jitney Jr's old press colleagues. (You can see the obit at www.saylesfh.com) Thanks to all those who have already generously shared their Jitney Years material with us, and thanks in advance to those of you who will help make this piece a reasonably complete look at what it was like to work, live and grow-up as part of the Mount Washington Cog Railway's story. Happy Anniversary!"

- Jitney Jr email to Cog crew - Saturday, May 6, 2017 at 12:58 PM

Presby: 2017 to...

May 5th

Boiler Inspections: It was a split decision when state inspector Carl Johnson came to the Cog shop to watch the annual hydrostatic tests of engine boilers. Both the No. 2 *Ammonoosuc* and No. 9 *Waumbek* boilers passed the pressure test, but only the Deuce was certified. Johnson did suggest to Bobby Trask that any hardware (nuts, bolts, studs) that do not have markings for use on high pressure steam on No. 2 be replaced. The No. 9 could not get a certificate because Johnson found threads in the boiler's lower washout plug were damaged. Johnson said the washout coupling needed to be replaced by qualified boilermakers.

May 24th

Coös County Planning Board: "Zoning Permit Application Form: Chair John Scarinza explained that because the Board needed to provide some application materials to the Mount Washington Cog Railway he had asked Tara Bamford to develop a new application form. Copies of the new form dated 4/13/17 were distributed. Upon review of the form, Rep. Moynihan noted that it appears to be way too much for someone who only wants to build a deck or a small storage or wood shed. Discussion ensued about ease of use of this form and the comments recently made by one County Commissioner who thought the old form was onerous. In addition to this form, the Board may want to consider developing a "short form" for small projects."



"We have Connection!" Facebook declaration by track crew member Steven Comeau. (2017)
-Comeau Family Collection

Summit Switch Finally Connected: Four years after the railway started looking at the idea of a summit switch; three years after initial track preparations for the switch began and one year after the mechanism was installed, the switch was connected with the passing track at the Summit. Work crews posted the milestone on the *Mount Washington Cog Railway: We Worked There* Facebook page *(left & next page)*

Ready for Strong Summer: With Memorial Day weekend upon us, attractions in New Hampshire's White Mountains are set to open for the season. Many will be open on weekends through mid-June and then start their daily operations. Visitors this year can expect some new experiences at their favorite places. "Our attractions don't hibernate over the winter," said Jayne O'Connor, president of White Mountains At- tractions, the organization that markets the region. "Many of them have spent the past six months creating new rides and new thrills to unveil to visitors this summer. It's great to see this kind of investment." Those attractions include: The Mount Washington Cog Railway, Bretton Woods, is completing a new summit switch and some passengers may find themselves making the ride to the summit of Mount Washington in a new coach;

- Littleton Courier – Wed, May 24, 2017 pg. B9

June 2nd

Touch a Truck: 10 a.m.-noon, Dow Field, Franconia. All welcome; kids' activities, touch a fire truck, a dump truck, a helicopter, *Old Peppersass* from the Mt. Washington Cog Railway, a logging truck, a school bus, tractors and a race car. Hosted by Lafayette Recreation and Franconia Children's Center.

- Littleton Courier – Wed, May 31, 2017 pg. B6

June 7th

Editorial: Is there really a need for a hotel on Mount Washington? "The answer is absolutely not. This is Northern New Hampshire, a paradise for nature enthusiasts who love to ski, hike, camp and hunt. These are the types of tourists drawn to the area, they enjoy the rustic nature of things, the simplicity. This is the place where people go to get away from the hustle and bustle. Does that mean that we halt all growth in the area? No, but it does mean that we as a community take strides to protect the areas that are best left untouched. As is, the area surrounding Mt. Washington has several huts, hotels, lodges and campgrounds for visitors to stay in. The proposal seeks to build a 35 room unit which will be located 1,000 feet from the summit at Skyline Switch. The idea is to provide tourists a more luxurious place to stay while hiking including electricity, showers and a place to wash clothes. Pardon us, but if you are interested in staying on top of a mountain and need electricity, clean clothes and showers, then you're doing it wrong. Part of the fun for week long hikes or through hikers is to rough it, wash your hair in the river, find a place in a town along the way to wash your clothes, or drop those in the river and hang them to dry. You're in the mountains and should be in no rush for clean clothes. If you do want clean clothes, electricity and a shower then maybe hiking isn't for you. Or perhaps a day hike might be of more interest, that way after you bag your peak you can retreat to town and enjoy the modern amenities you so seek. In 1872, a 91 room building sat at the top of the mountain until a fire destroyed it in 1908. The Tip Top House and the Observatory, along with the various huts scattered throughout the whites have been sufficient for years. If you make room to accommodate more people it will again take away from the simplicity of it all. Some skiers are concerned that the new hotel will block the route to several ski lines. The hotel could also cause an immense eye sore, even from far away. Wayne Presby the owner of the Cog Railway is an outdoor enthusiast who loves to ski and he loves the area. Why he would decide to go this big in this fashion is confusing. Money if this is the case, should never be a driving force when it comes to protecting the aesthetics of what makes a place unique. A petition at change.org has more than 8,000 signatures in opposition. A group called Protect Mt. Washington has more than 200 members who are currently doing what they can to stop construction. Would you place a strip mall in the middle of Echo Lake or build a campground in the middle of New York City? There are just some things that are best left as they are."

- Littleton Courier - Wed, Jun 7, 2017 pg. A4



"Track crew is not deterred by the 60mph winds today. New passing track at the summit is completely together and ready to go! Way to go guys!" James Strickland Facebook post with Martin Marchesseault, Dan Kenly, Mark Sodergren & Andy X Vanguard at Mount Washington Cog Railway (2017)
- Strickland Family Collection

June 11th

New Cog Coach - New Features: "The first mountain-climbing cog railway in the world has a new coach design with larger windows, air-assisted brakes, and better sound-proofing materials. The Mount Washington Cog Railway runs three miles up the west side of highest peak in the Northeast. It was built in 1869, and has been upgraded through the years, including building six biodiesel engines since 2007. The new, Larger front and rear windows offer expanded views. They also have been built to withstand the frequent temperature changes from the significant change in elevation. The coach also uses rubber-infused plywood to reduce vibration and sound. Cog Railway Owners, Wayne Presby said the sound inside the new traveling coach registered at a level of 62 decibels after a test, or levels equal to the sound inside a luxury automobile."

- Burlington (VT) Free Press - Sun, Jun 11, 2017 pg. C10 & Concord (NH) Monitor - Sat, Jun 10, 2017

June

Snowdonia Goes Online: Tony Boydell's *Snowdonia* board game that added a Mount Washington scenario to its gameplay in October 2013 *(see Timeline entry)* becomes the subject of a website. "Welcome to Snowdonia Central - the definitive guide to the board game Snowdonia. With run downs of each of the available scenar-



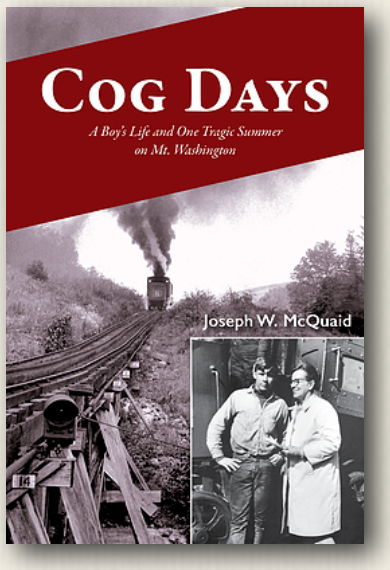
The British "Snowdonia" board game based on building railroads under 12 different scenarios (including Mt. Washington) gets an online website that explains how the game works and the various cards, like the one at left, works. Site developer Giles Bennett explained the card's discrepancy with reality. "Originally named 'Hero' but later renamed 'Peppersass,' this was the first locomotive to operate on the track (the 'No. 10' in its name relates to its numbering within the Snowdonia board game, not the Mount Washington railway). It was nicknamed for its pepper-sauce bottle shape." Bennett says his site Snowdonia Central is "the definitive guide to the board game."

- https://www.snowdoniacentral.co.uk

ios, coverage of all of the expansions produced over the years, and a complete run-down of all the trains ever produced for the game - and that's just to start with - we think you'll find it a great resource. Add in actual route maps, historical background, and full details of every station in the game, and you'll find something to whet every level of Snowdonia-appetite. Snowdonia Central started as a technical project for its author to learn about the Laravel platform, but quickly developed into something more." Website developer Giles Bennett told Jitney Jr in 2020 he was looking for a project to hone his skills with Laravel - a free, open-source PHP web framework. "With its long list of expansions," wrote Bennett "and all the different types of cards that go with it, Snowdonia lent itself to that quite nicely. No-one had ever categorized it in one place before, although some had tried, and it was of a sufficient size to be a challenge, but not too large to be impossible."

- https://www.snowdoniacentral.co.uk / Email to Jitney Jr - Wed, Jul 1, 2020 at 2:59 pm

June 24th



Cog Days Published: "I wrote a book. "Writing it was about 40 percent of the work," my friend and publisher, George Geers, told me one day last week as he presented me with the first copy of *Cog Days, A Boy's Life and One Tragic Summer on Mt. Washington*. Silly me, I thought writing a story about my summer job a half-century ago on the Mt. Washington Cog Railway was 110 percent of the work. It sure felt like it at times. Now, I figured, it was just a matter of sitting back and signing a few copies for my adoring public. Later, of course, it would be negotiating the movie rights and figuring out if Brad Pitt or George Clooney, or perhaps Ryan Gosling, would be best in the title role. Nope, said George. The author has to promote his work. He has to be prepared to speak at various places and venues. He has to drum up reader interest, be available for interviews. It could be days, nights, or weekends. Weekends? Whoa. That's when golf is played. Nobody said anything about weekends. Suddenly, this book business wasn't sounding so swell. But, in for a penny, in for a pound, I guess. Perhaps I could give readings while putting? Seriously, this small book has been a labor of love. I wrote it in part to give some recognition to a man whose story is the stuff of legend but who is hardly remembered these days. Col. Arthur S. Teague began working at the Cog in the 1930s as a college student, improvising and improving it

while tenaciously preserving its history and its little steam locomotives (some of them made in the Manchester millyard). World War II came along and took Teague away, putting him into the 4th Infantry Division at Utah Beach on D-Day 1944. He became one of the most decorated of American soldiers, called by his commanding general, "the bravest man in the United States Army." He couldn't wait to get back to the peace and beauty of the White Mountains. I was lucky enough to work at the Cog for Col. Teague. To this day, the woman of the house wonders how on earth I was allowed to run a steam engine.

It was a dream job for a teenager. But the dream turned bad my last summer, which is also part of the book. *Cog Days* will be in select New Hampshire book stores this summer. If you can't wait (who could?), you can order it online at www.nhbooksellers.com. Write to Joe McQuaid at Publisher@unionleader.com"

- New Hampshire Union Leader - Sun, Jun 25, 2017

July 12th

Skyline Lodge Project Lives: *Caledonian Record* staff writer Robert Blechel updates the status of the Presby project: "Seven months after presenting a conceptual to the Coös County Planning Board on a new hotel and restaurant near the summit of Mt. Washington, the project remains on the table, developer Wayne Presby said Wednesday. 'We are still very excited about the potential for the project,' he said. 'I think it will be a great addition to the tourism industry up here and would become a draw unto itself.' The two-story hotel that would be about 25,000 square feet was first proposed to county planners in concept in early December by Presby and Joel Bedor, owners of the Cog Railway. In the interim, Joel and Cathy Bedor, co-owners of the Cog for 34 years, announced they would be retiring, effective April 30, and selling their share in the railway. Since the December presentation, Presby said a number of things in the application - that require background information - are being addressed. The hope, once that information gathering is complete, is to have an application filed this year. 'I think it's a great project and I'm certainly hopeful Wayne will move forward with it,' Joel Bedor said Tuesday. 'I think it would be great for the mountain and for the state of New Hampshire.' When the planning board met with Bedor and Presby for the concept, some planners said current zoning regulations enacted to protect sensitive high-elevation areas above 2,700 feet might need to change for the mountainside lodge. Planners are looking at tightening up ordinances and making what is required clearer and are expected to review draft ordinances at a public hearing next month. (Presby) estimates a Skyline Lodge footprint of about 12,000 square feet and an impact of about 6,250 square feet of ground. 'It's important for us to maintain the the mountain in as pristine a way as possible,' he said. 'We want to make sure that whatever we do up there is in keeping with the natural surroundings.'"

- Caledonian Record - Thu, Jul 13, 2017 pg. 1

July 15th & 16th

NH Handcraft Fest: In celebration of the 150th Anniversary of the Mount Washington Cog Railway in 2019, the Mount Washington Cog Railway is partnering with premier New Hampshire organizations to celebrate New Hampshire's innovation and finest handmade craft and products by New Hampshire artisans at the juried Second Annual Handcrafted in NH Fest. Participating in this event are members of the League of NH Craftsmen, New Hampshire Made, and WREN (the Women's Rural Entrepreneurial Network). Artisans will showcase specialty food and skin care products, jewelry, glass, wood products, pottery and more. This free weekend event takes place at the Base Station of the Mount Washington Cog Railway (located only six miles from Bretton Woods) on Saturday and Sunday, July 15 and 16, from 10 a.m. – 5 p.m. Watch talented artisans demonstrate wood- working and jewelry making. Shop for a variety of handmade products and foods. Watch the cog trains in operation or buy a ticket to ride The Cog. Come see and learn about *Peppersass*, the handcrafted engine that built the historic engineering marvel, the Mount Washington Cog Railway. Later in the summer, The Cog is will also be holding the



COURTESY

In celebration of the 150th Anniversary of the Mount Washington Cog Railway in 2019, the Mount Washington Cog Railway is partnering with premier New Hampshire organizations to celebrate New Hampshire's innovation and finest handmade craft and products by New Hampshire artisans at the juried Second Annual Handcrafted in NH Fest.

2017

Second Annual Steampunk Festival on Saturday, Aug. 19. The Cog Railway, the world's first mountain climbing cog railway, provides a sense of ad- venture and history as it makes the spectacular climb up a three- mile-long trestle to the 6,288-foot summit of Mount Washington -- the tallest mountain in the northeast. No matter the weather, sun, rain or snow, this once-in-a-lifetime experience is available May through December. Passengers may choose to ride The Cog in a historic coach powered by a vintage coal-fired steam locomotive or the more modern and eco-friendly biodiesel engines. Guests are encouraged to ask questions and take photos of passing trains as a lively and informative guided tour of the history of the railway and facts about the unique climate and geography of Mount Washington accompanies the ride. At the summit, there is approximately one hour to explore, take in the spectacular panoramic views, and visit the historic 1853 Tip Top House and the summit marker. A complimentary pass to the Mount Washington Observatory Museum located in the Sherman Adams Summit Building is included with the purchase of a Cog ticket. Here visitors can learn about the record-breaking weather that has made Mount Washington one of the most visited places in the world. Advance ticket purchase is strongly recommended when making plans to ride The Cog.

- Littleton Courier – Wed, Jul 12, 2017 pg. B7 w/ pic

July 21st

Mt. Washington Commission Meeting: Reporter Edith Tucker of the *Berlin Sun* attended the 10am meeting: "Nearly all of the dozen members of the Mount Washington Commission were on hand for the quarterly meeting last Friday in the Tip Top House at the summit of the 6,288-foot peak when chairman Walter Graff, senior vice president of the Appalachian Mountain Club, called it to order. Mount Washington Commission public member Paul Ingersol of Berlin, a former state representative, had missed several consecutive meetings due to surgeries, but returned to duty Friday. It was the commission's first meeting since July 1, when the state Department of Resources and Economic Development was reorganized. The state Division of Parks and Recreation, including Bureau of Trails and Bureau of Historic Resources, and Division of Forests and Lands, have been realigned into the Natural and Cultural Resources department. Two divisions — Economic Development, and Travel and Tourism Development - now make up the N.H. Department of Business and Economic Affairs. Parks and Recreation Director Phil Bryce said state Sen. Jeb Bradley (R-Wolfeboro) and Rep. Karen Umberger (R-Kearsarge) had provided leadership in June to secure $200,000 to allow a request for qualifications to properly assess the conditions of the Yankee Communications Building. The state is faced with having to make a significant investment, Bryce explained, which makes it critical that both fire protection and security issues are addressed. "We'll be looking to get accurate cost estimates and a full understanding of all the advantages and disadvantages of building a new building plus the disadvantages of ripping the Yankee Building down or retrofitting it for a new use," Bryce explained. "We're looking for a contractor who really 'gets' Mount Washington." Commission member Mark Ericson, regional technical manager for Townsquare Media N.H.-Portland-Augusta, has shared his knowledge with Bryce and state architect Tom Mansfield of the communications world occupied by the other 18 state tenants, including two-way radio, electronic, satellite and microwave. WHOM, 94.9-FM, is the station Townsquare owns that has its own concrete structure. WPKQ, 103.7 FM, is the station it owns with all equipment housed in the Yankee Building. Mt. Washington Cog Railway President Wayne Presby noted that concrete is not as resilient as wood and that wind and snow load are key factors. Presby noted that the excellent track record achieved by the 50-by-110-foot sprung-structure fabric building - erected more than 10 years ago at the Bretton Woods Ski Area as a private alpine membership club - demonstrates why unconventional buildings are worth considering. Bryce also discussed how the commission might approach the topic of the summit's "carrying" capacity, including septic disposal and fresh water, both of which are being studied or monitored. Presby stated he believes that the long-standing financial arrangements between the Mt. Washington Auto Road and the state, governing how it pays for parking lot spaces on the cone, should be examined. "It's a sweetheart deal," he declared. Auto Road General Manager Howie Wemyss said he was not aware that Presby had planned to discuss these fees. "The state is the 'new kid on the block,'" Bryce said, as Mount Washington State Park was not created until 1964. Entities like the Auto Road and the Cog "go back a couple of centuries," he said. Mount Washington Observatory President Sharon Schilling noted that the Obs is still working out entrance arrangements to the Summit Museum and that those "relationships are intertwined." When Wemyss asked Presby how much the Cog pays the state for its post office space in the Sherman Adams Building, Presby replied he has a deed: "legal rights." "We have to be careful of how we work together and interact at Mount Washington State Park - our flagship state park," Bryce said. "We want our relationships to work; otherwise it will affect our visitors and their experience." Chairman Graff noted that it could be time to once

again have facilitated discussions. "We have to work together," he said. Graff thanked Forest Supervisor Tom Wagner, who recently announced his retirement from the USFS on Sept. 1, for the 16 years of service he has given to the nearly 800,000-acre White Mount National Forest, including as a member of the commission protecting the Alpine Garden. Deputy Supervisor Clare Mendelsohn will become WMNF acting supervisor. The position is being advertised. Presby has not yet filled out a formal application for a building permit to construct a 35-bedroom Skyline hotel, he said. He said he is waiting for the Coös County Planning Board for the Unincorporated Places to hold its public hearing on proposed zoning ordinance amendments at 6 p.m. on Aug. 2, at the state Fish and Game Building in Lancaster. The Cog has set new visitor records this summer, Presby said.

From the Meeting Minutes: "Cog Railway. Mr. Presby reported that 2016 was their 5th record year in a row, and they are up by 17% through July. They will add a new coach and re-rail the line. Next year, they plan to operate year-round to Upper Waumbek. The Cog Railway has submitted its application for their hotel to the planning board and is working on meeting federal and state regulations. The Cog Railway and the Auto Road monitor public comments they receive from TripAdvisor. Comments related to the State Park are forwarded to the park staff. It was noted that visitors don't seem to mind crowding on the summit. "

August 2nd

Coös County Planning Board Zoning Ordinance Public Hearing: From the Minutes: Tara Bamford distributed copies of the Zoning Ordinance documents - one red lined and a clean version. Chairman John Scarinza opened the public hearing at 6:15 PM as advertised. The purpose of the amendments is to:

1. Clarify the process regarding Zoning Permits, Conditional Use Permits, and Protected Districts.

2. Require Best Management Practices to protect soil and water.

3. Add Accessory Dwelling as a permitted use where single family dwellings are permitted, and add definition.

4. Clarify jurisdiction over private development activities on public lands by converting Non-Jurisdictional areas to Management Districts, and providing special grandfathering provisions for existing uses.

5. Clarify and simplify the Aquifer Protected District.

6. Clarify which water bodies are in the Shoreline Protected District and reduce from 200 feet from normal high water mark to 100 feet.

7. Replace excavation standards with reference to RSA 155-E.

8. Add new section on Cluster Developments.

9. Add new section on Stormwater.

10. Replace soil-based lot size with 1 acre minimum (or greater if required by NHDES) and maximum density of 1 dwelling or other principal use per acre.

11. Remove content-based sign regulations.

12. Address several other minor inconsistencies and needed clarifications and remove definitions for unused terms.

John Scarinza opened the discussion with some background information for members of the public. The Zoning Ordinance was initially adopted some 30 years ago. The Board recognized the need to bring the document up to date. There have been changes in state statutes and Best Management Practices. He noted that one letter was received from the NH Department of Natural and Cultural Resources, Division of Forests and Lands. As stated in the letter, "The Department wants to ensure that the Planning Board is aware of RSA 674:54, Governmental Land Uses, and that the proposed changes to the zoning ordinance are written to be fully consistent with this law." Tara agreed that it would make sense to making a note of RSA 674:54 II-a in the ordinance which states, "Any use, construction, or development of land occurring on governmentally owned or occupied land, but which is not a governmental use as defined in paragraph I, shall be fully subject to local land use regulations." John asked for comments from the public:

Edith Tucker - *Berlin Daily Sun*: People have asked if there is any place that shows the general goals for the Unincorporated Places. John Scarinza replied that what guides the Zoning Ordinance is the Master Plan. Mike Waddell stated that the whole goal of the rewrite of the Master Plan was to outline the goals.

Jason Reimers - Attorney for Keep the Whites Wild: Proposed article 4.03(b) lists the Overlay Districts. The word "protected" should be capitalized and the PD6 District should be given its full name in 4.03(b) as it appears in 4.03F "Steep Slopes and High Elevations". He continued that Article 4.03C is the Critical Wildlife Habitat Protected Overlay District (PD3). The stated purpose of the District is to provide critical habitat for boreal wildlife. Mr. Reimers noted that the term "boreal" is not defined in the ordinance. "Boreal" is also not a habitat category in the Fish & Game Department's Wildlife Action Plan. He recommended that the Board revise Article 4.03C to incorporate consideration of the Wildlife Action Plan.Mr. Reimers proposed incorporating some of the provisions and concepts contained in the Large Wind Energy Systems Ordinance into the requirements for Steep Slopes and High Elevations (PD6) whereby a scenic character evaluation is required for proposed projects within 3 miles of a scenic resource as well as a decommissioning plan in appropriate circumstances.He also noted that the word Ordinance is missing an "n".

Jennifer Barnhart, White Mountain National Forest: Ms. Barnhart suggested that Board members sit down with her team to discuss how federal lands are regulated. She asked that Board put off the vote on the amendments. Rick Tillotson asked her to explain her particular concerns. She asked how the ordinance pertains to federal lands. Mike Waddell inquired if Attorney Waugh had responded to last month's question about private activity on federal lands. He asked Ms. Barnhart if there is a federal law similar to New Hampshire's RSA 674:54; that could remove any confusion regarding development activity on federal lands. He added that he didn't think the Board needed to address her particular concerns at this meeting. Ms. Barnhart stated that the federal government has a supremacy clause. She added, "Everything we have on federal lands is for government purposes, even Wildcat and Camp Dodge."

Dave Govatski: Mr. Govatksi asked about being able to ask for further clarification. John Scarinza replied that if there are only minor changes, the Board will send the amendments onto the County Commissioners. If the Board makes major changes, then it might be necessary to hold another public hearing.

John Scarinza closed the Public Hearing at 6:40 PM.
http://www.cooscountynh.us/sites/coosconh/files/minutes/minutes-file/08-02-2017.pdf

August 19th

Steampunk Festival II: In celebration of the 150th Anniversary of the Mount Washington Cog Railway in 2019, the Mount Washington Cog Rail- way is hosting the 2nd Annual "Railway to the Moon" Steampunk Festival on Saturday, August 19th. This Steampunk event is based on the story of The Cog's inventor, Sylvester Marsh, and his desire to build a railroad to Mount Washington's summit. When Marsh applied for a charter in 1858 allowing him to build a railway up Mount Washing- ton, a disbelieving New Hampshire legislator nicknamed the project "Railway to the Moon" – a nickname that continues on today. Steampunk melds the Victorian age with modern technology, Goth, science fiction, and a Comic Con edge. During Steampunk events, participants of all ages create a world of modern machines set in the age of steam power. The Citizens of Antiford (a New Hampshire-based Steampunk community), representatives from the Springfield (VT) Steampunk Festival, and Sylvester Marsh with his wife Cornelia will take the Mount Washington Cog Railway back to the fantasy Victorian age of Steampunk during the Railway to the Moon event. The event features a variety of free activities for all ages, including: a Steampunk-themed fashion show at 12:45 open to all visitors; watch Todd Cahill's Steamachine Sculpture demonstrations; view a model train display; try your hand at a "Dueling Teacups"; shop for a variety of Steampunk themed products; learn about cycling in the White Mountains from The Wheelman; meet Benjamin West Kilburn, famous stereoscopic





Stacy "Sociopath" Dale shows off her amazing steampunk shovel!" (2018)
-Mt. Washington Cog Railway Facebook page

photographer from Littleton, NH; and learn more about steam trains and engines at The Cog. There will be a special Steampunk Steam train ride at 3:30 to the top of Mount Washington. (Please call 603.278.5404 for advance reservations. To round out the event, participants and visitors may also visit the recently renovated Cog Museum, and watch Climbing to the Clouds, an Emmy-award winning documentary that chronicles the building of The Cog and explore the history of the Mount Washington Cog Railway. This free weekend event takes place at the Base Station of the Mount Washington Cog Railway (located only 6 miles from Bretton Woods, NH) on Friday and Saturday, August 19 from 10am – 5pm.

- Littleton Courier – Wed, Aug 19, 2017 pg A13

August 23rd

Coös County Planning Board: "Dave Govatski asked if the Board had received anything further from the Cog Railway for the proposed hotel. He stated that there is a rendering of the hotel at the Cog Station. Chair John Scarinza replied that nothing has been submitted to date."

www.cooscountynh.us/sites/coosconh/files/minutes/minutes-file/08-23-2017.pdf

THE MOUNT WASHINGTON COG RAILWAY

Now Hiring Full & Part Time

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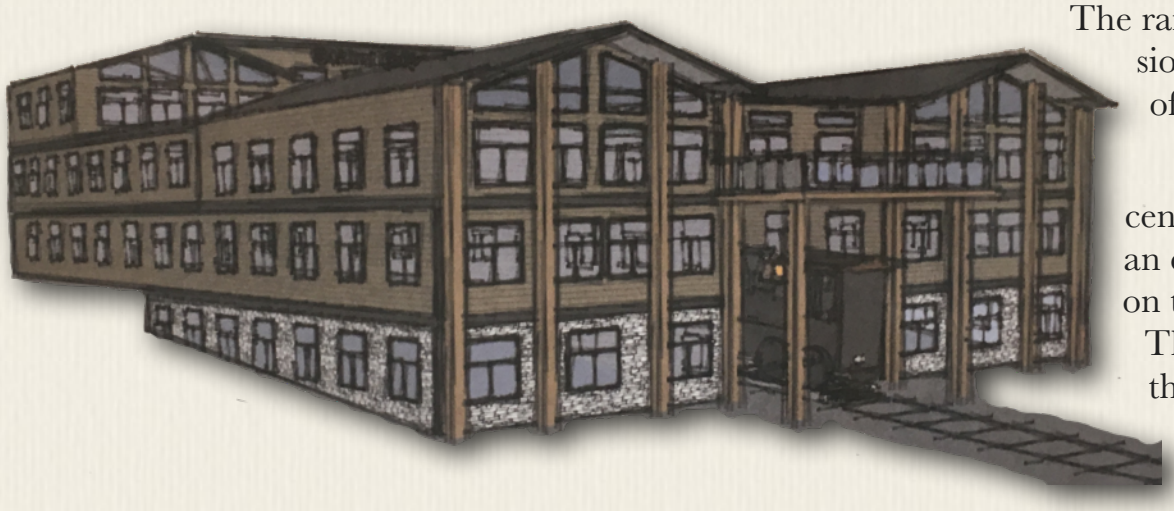
Must have good customer service skills.
We will train.
Contact The Mount Washington Cog Railway at 603.278.5404, apply in person or online at thecog.com. The Mount Washington Cog Railway is located on Base Station Road, Mount Washington, NH 03589

- Littleton Courier - Wed, Aug 23, 2017 pg. B14

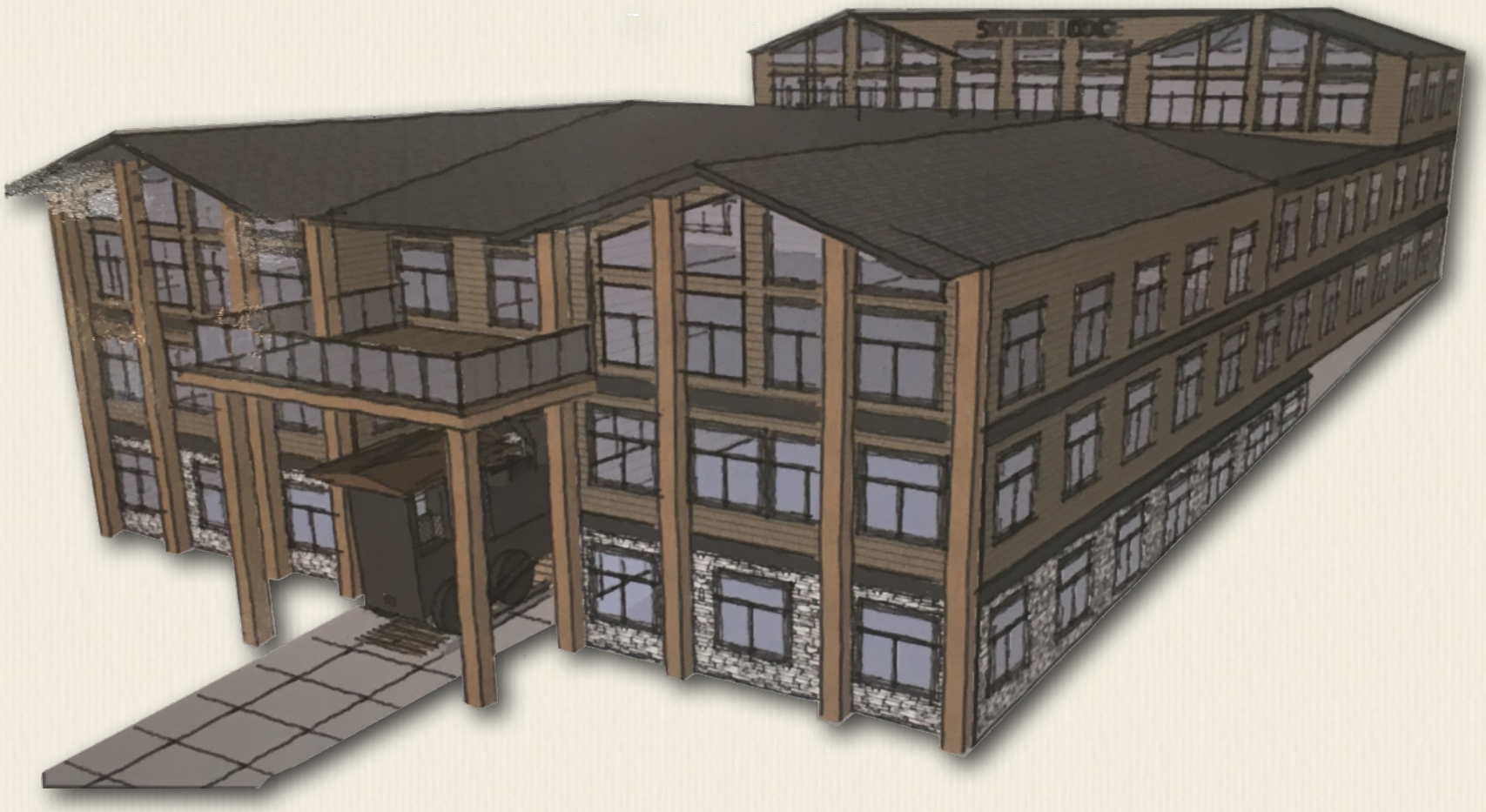
2017

September 17th

Skyline Lodge Petition Drive: Observed at the Marshfield Station just outside the museum, a table with placard labeled "Skyline Lodge: Enhancing the Mount Washington Experience - With the loss of the Old Man of the Mountain, Mt. Washington has become the center of tourism in the North country. Today over 300,000 guests per year visit the summit. On some days, there are more than 5000 visitors to the summit. This has put a tremendous strain on the existing summit facilities and its infrastructure, particular its waste disposal, water and electrical systems. The Railway helped the State of New Hampshire with its electrical issues by allowing them to build a power line up the Cog Railway right of way several years ago. The railway has no begun further discussions with them to help resolve some of the other infrastructure issues.



"To this end, the Cog has recently proposed building a lodge at an elevation of 5,2000 ft, at a point on the mountain called "Skyline". The plan is to build a new facility in the same location as a former siding. The facility *(left)* would straddle the tracks and act as a depot and shelter for passengers as well as a mountain lodge. Trains would pass through the lodge enabling patrons to be completely isolated from the extremes of weather when disembarking from the train. The new facility would be a full-service lodge and as envisioned would contain approximately 35 well-appointed rooms, a full service restaurant and other facilities expected by hikers and tourists visiting the mountain. The building would be engineered to withstand the extremes of Mount Washington and would be designed to fit into the summits natural surroundings. It would also be designed to reflect the architectural elements of the original summit hotels that have existed for over 100 years. At the same time, it would be built using environmentally responsible materials and resources with minimal impact on the visual appearance of the mountain. "A new sewer line down the mountain and septic system at the base would be built. This would be designed to accommodate the existing Sherman Adams Building



Conceptual drawings of Skyline Lodge from the Mt. Washington Cog Railway's petition drive poster board (Sept 2017)
- From photos by Jitney Jr. - Lewis Family Collection

and the new facility envisioned by the railroad. The lodge would be built on land owned by the railroad that extends along either side of the existing track. In addition to overnight guests the railroad would envision running trans to the new facility for special dining options. Would you like to see this become a reality? We would like to know what you think! Please share your comments and support us by signing our Skyline Lodge petition."

September 29th

Two Steam Trips Planned for Summer 2018: *Conway Daily Sun* reporter Tom Eastman's article on the Cog Railway's motive power focuses on new sole-owner Wayne Presby's plans for the future. "In 2007, the Cog moved toward a more efficient diesel fleet, adding locomotives that use environmentally friendly biodiesel fuel. The first run of the day, however, is still a steam engine that is popular with railfans. The first diesel was put on line in 2008, followed by two more in 2009. The Cog now operates six and is building its seventh. Each averages out at a cost of $800,000 per locomotive, Presby says. The braking system is more robust on the new engines, with the speed controlled by a joy stick operated by the engineer in the cab, Presby said. "You modify the speed going forward or back using one of four buttons on the joy stick — one to increase speed, one to slow speed. A third is a horn, and the fourth is a 'dead man's control pedal': every 30 seconds, a buzzer goes off, and if you don't hit that button, it shuts down," said Presby. Although purists bemoan any switch from the coal-powered, soot-belching steam engines that served the Cog from 1869, Presby says the environmental and economic benefits are many. "I have been a strong advocate of converting to diesel from steam for a long time, and I have dreamed of it ever since we bought the place," said Presby. Steam, he says, is simpler technology, but diesel is more reliable. The Cog also began work on a new switch at the summit three years ago. It was completed this summer. "It allows us to put different engines on different tracks on the summit, enabling us to run more steam trips a day if we want. We started two steam trips a day in August, and it was quite popular, so next year we will offer a couple of steam runs instead of just one," said Presby."

- Conway Daily Sun - Fri, Sep 29, 2017

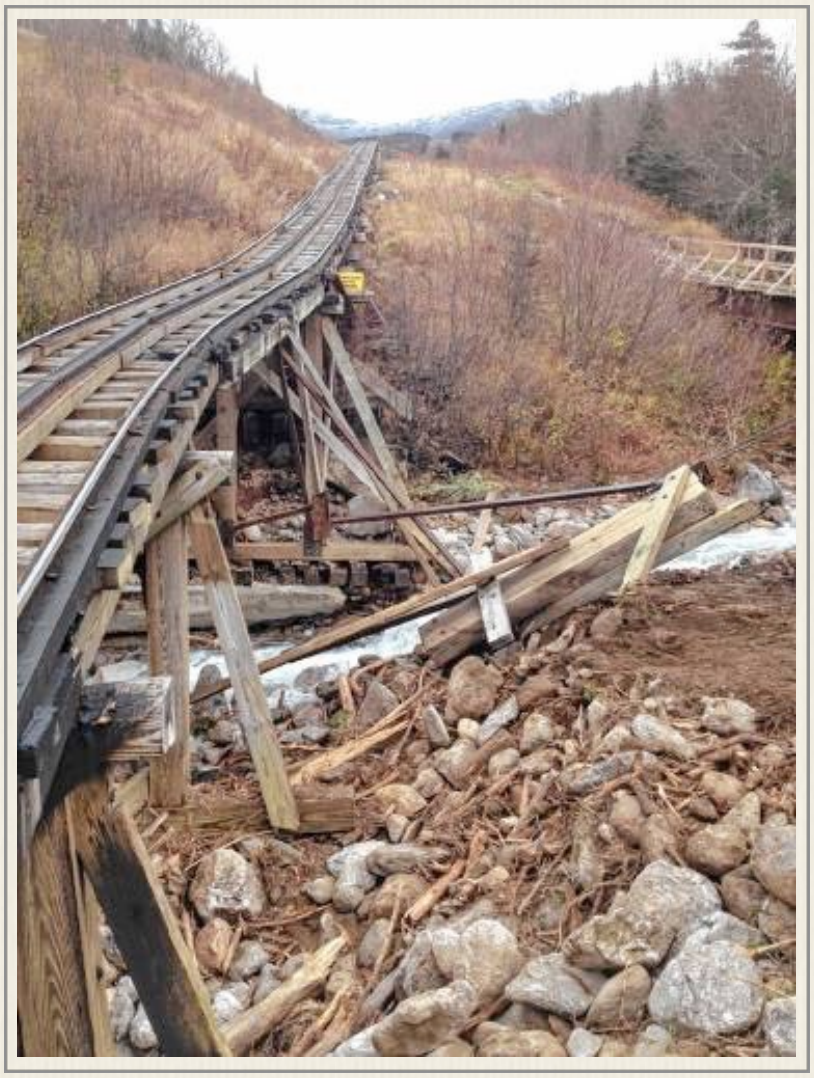
October 11th

McQuaid Remembers Cog Daze: Cog Days, 6:30 p.m., Littleton Public Library, 92 Main St. Joseph McQuaid, publisher of the New Hampshire Union Leader and Sunday News, will discuss his new book and recount his four summers working at the Cog, including the story of one terrible summer (in 1967) that claimed the life of Colonel Teague and a daughter, and ended with the worst accident in the Cog's storied and colorful 150 years of operation. Sponsored by Bondcliff Books and the Adair Country Inn. For more information, go to www.littletonpubliclibrary.org or contact Meagan Carr by e-mail at littlib@gmail.com or by phone at 444-5741.

- Littleton Courier – Wed, Oct 11, 2017 pg. B10

October 29th

Halloween Deluge Cancels Thanksgiving Closing: News release posted on InDepthNH.org on November 2nd: "Wayne Presby, owner of the Mount Washington Cog Railway, has made the decision to close the railway for the remainder of the 2017 season after accessing damage from the recent storm on Sunday, October 29. The Mount Washington Cog Railway is located on Base Road near Bretton Woods, N.H. Extensive damage to base trestle bridge due to flooding waters of the Ammonoosuc River and debris has rendered the railway inoperable. The trestle *(left & previous page)* will be repaired and the tracks inspected before operations resume. The railway expects to re-open for its regular season in the spring of 2018." Cog marketing director Becky Metcalf told the *Union Leader* correspondent John Koziol no one



A swollen Ammonoosuc River once again (see June 1903) tangles with the Base trestle (2017)
- Cog Railway photos



was injured and no trains or buildings were damaged. "The Cog Railway this weekend was poised to switch to a weekend-only schedule that would last into the extended Thanksgiving Day holiday, said Metcalf. The damage to the trestle is unfortunate, she said, but the sting of the earlier-than expected closure is mitigated by the fact that 2017 was another "great year." The past six seasons have had record ridership with increased numbers each year since 2012, according to Metcalf. There was no cost estimate for replacing the trestle and the Cog Railway is still assessing what other parts of the 2¾-mile track may have been damaged, she said. In addition to damaging the trestle, flood waters from the Ammonoosuc closed the Base Road, which connects the Cog to Route 302 in Bretton Woods, for two days." The *Concord Monitor* article by David Brooks noted the railway "carries more than 110,000 passengers to the summit of Mount Washington each year."

November 22nd

Thanks for Your Support: To the Editor: On behalf of The Town of Carroll (Twin Mt.) Fire and Emergency Department and the Auxiliary, I would like to say thank you, thank you, thank you. We have been working very hard to raise enough money to purchase a new piece of equipment for the back of our forest truck, called a Skid. Living in the beautiful wooded part of this great country that we do, this is a very important piece of equipment to get into the forest area to help put out or slow down a fire, ahead of the crews or bigger equipment. I would just like to name a few of the business's that donated to help this great cause: Omni Mt. Washington Hotel and Resort, the Cog Railway, Hobo Jct. Railway, Relax and Renew Body Works, Beech Hill Automotive, Waumbeck Gold Course, Amoskeag Beverage, Sara's Salon and many other wonderful items for the generous people of our great town. To me it is always so wonderful to see a small town pull together to see something that like this happen. I know they raise a lot more money in big towns and cities, but this is the true meaning of small town living when we pull together and help each other. Thank you all so very much for helping in whatever part you played, they are all important. Bonnie Moroney / Carroll

- Littleton Courier – Wed, Nov 22, 2017 pg. A6

November 30th

Hotel Opponents Claim Illegal Road: *Caledonian Record* staff writer Robert Blechl reports "An attorney for a group opposed to a hotel on the side of Mt. Washington is telling the Coös County Commission that the company proposing it recently built an illegal road to the summit and the commissioners need to issue a violation and enforce the zoning ordinance. On Nov. 16, Jason Reimers, attorney for Keep The Whites Wild, wrote a letter to the commissioners stating that Wayne Presby, president of the Mt. Washington Railway Company, which runs the Cog Railway, constructed a snow cat road to the mountain summit for passenger-carrying snow cats, and he announced its completion during the Oct. 13 meeting of the Mt. Washington Commission. The issue, said Reimers, is the road, on the MWRC's property and right-of-way, was constructed without a permit. Under the county zoning ordinance, the new road made with an excavator can accurately be called a private roadway rather than a trail, and is not a land management road, he said. The Cog Railway's property, too, is in the steep slopes and high elevations protected overlay district under the zoning ordinance, which limits land use and alteration opportunities, said Reimers. "The ordinance lists the uses that are allowed without a permit," Reimers wrote the commissioners. "The snow cat road does not fit into any of those listed uses. Among the uses allowed without a permit are walking trails, snowmobile trails, and ATV trails. The snow cat road is unlike any such trails. The snow cat road is a business venture rather than recreational." The construction impacts of creating a road that can accommodate a snow cat are greater than the impacts associated with the construction of a trail, and a private roadway is not listed as a use allowable by permit, said Reimers. Reimers said Keep The Whites Wild is asking the three-member Coös County Commission, authorized to enforce the county zoning ordinance, to issue a notice of violation to the MWRC for its construction of a private road without a permit. A

call placed to Presby Wednesday evening for comment was not immediately returned."

- Caledonian Record - Thu, Nov 30, 2017 pg. 1



December 2nd

Sliding with Scissors: Portsmouth, New Hampshire metal band, Scissorfight releases a new single called *"Devils Shingle"* with artwork *(right)* and lyrics that center on the Mount Washington Railway slideboards. The chorus is "Shingle of the Devil - ripping down the track - shingle of the Devil - fire on my back." The song's video includes flash frames of historic slideboard pictures, and glimpses of a filmed descent down the railway quite likely from public domain 1970 release "Brake Free." According to Wikipedia, "Scissorfight formed in 1995. They play crust punk and stoner metal. The original lineup consisted of guitarist Jay Fortin, bassist Paul Jarvis, and drummer Joel Muzzey. Blending extreme genres such as grindcore and post-hardcore, the band hired vocalist Ironlung (named for his ability to take in illegal substances) to "stand there and look scary." They recorded their debut, 1996's *Guaranteed Kill*. The band followed it up with 1998's *Balls Deep*. They signed with independent label Tortuga Recordings to release 1999's *New Hampshire*. In 2001 the band released two albums, the original *Mantrapping for Sport and Profit* and an album of re-recorded songs to be released in Britain called *American Cloven Hoof Blues*. A series of EPs *(Potential New Agent for Unconventional Warfare, Deathchants, Breakdowns and Military Waltzes, Vol. 2, and Victory over Horseshit)* followed, with the full-length *Jaggernaut* arriving in March 2006. After a nearly ten year hiatus, the band returned in 2016 with a new vocalist Doug Aubin, drummer Rick Orcut and EP entitled *Chaos County*. - http://scissorfight.com

December 12th

Preliminary Replacement Bridge Design: The October 29th flooding that damaged the first trestle over the Ammonoosuc River leading out of the Base Station prompted Cog owner Wayne Presby to consider a more permanent fix - a new 104-foot bridge over the stream. The Preliminary Elevation with Faux Truss - Beam design seen on the next page is dated 12-12-2017. Presby posted it *(next page)* to the *Cog Railway: We Worked There* Facebook page on January 27, 2018, along with a link to a redesigned Cog Railway website scheduled to debut in mid-February. Presby also asked the group for permission to use some of their photos to appear in a continuous loop on a new 55-inch flat panel display installed in the entry way to the Marshfield Station.

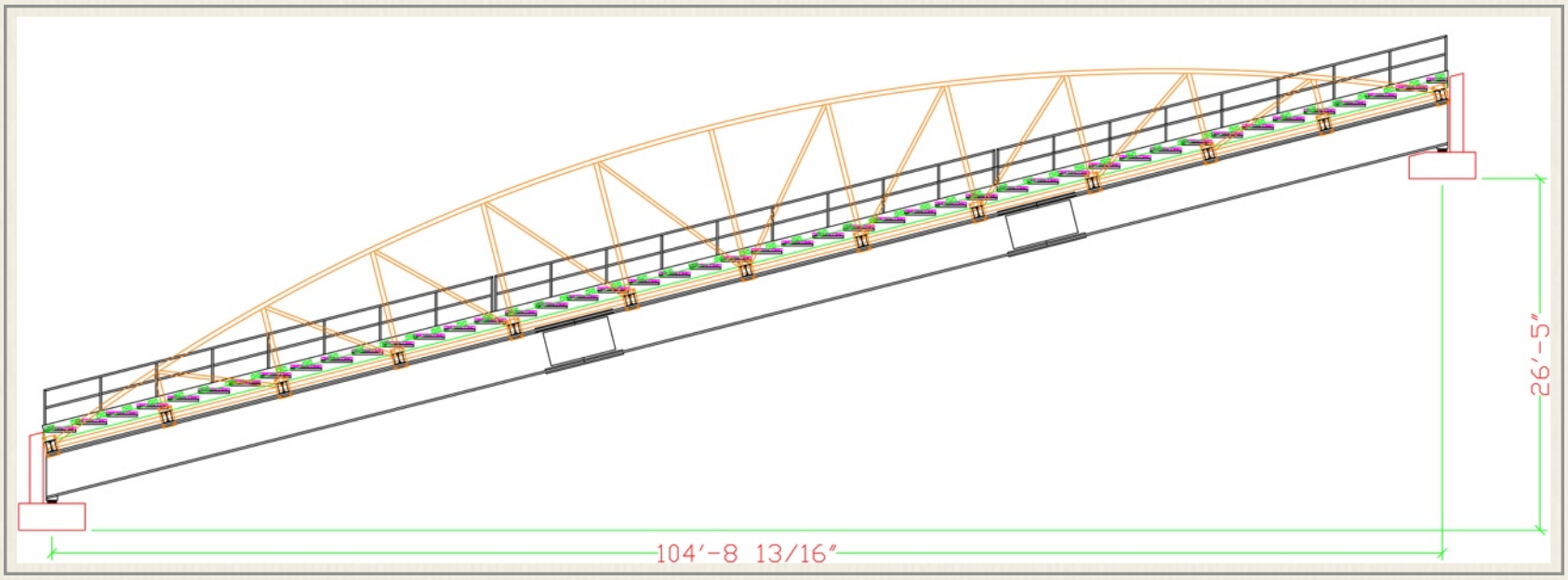




Mind the Gap: *GPS coordinates are taken to determine the length of the new bridge to cross the Ammonoosuc at Marshfield (2017)*
- Perry Williams photos / Conrad Ekstrom Jr collection

December 14th

Planners to Review Illegal Road Claim: *Caledonian Record* staff writer Robert Blechl writes "The claim of an un-permitted, illegal road for snow cat machines to the summit of Mt. Washington will now be reviewed by the Coös County Planning





The link point for the track to the new Ammonoosuc bridge is located via GPS (2017)
- Perry Williams photo / Conrad Eckstrom Jr. FB page

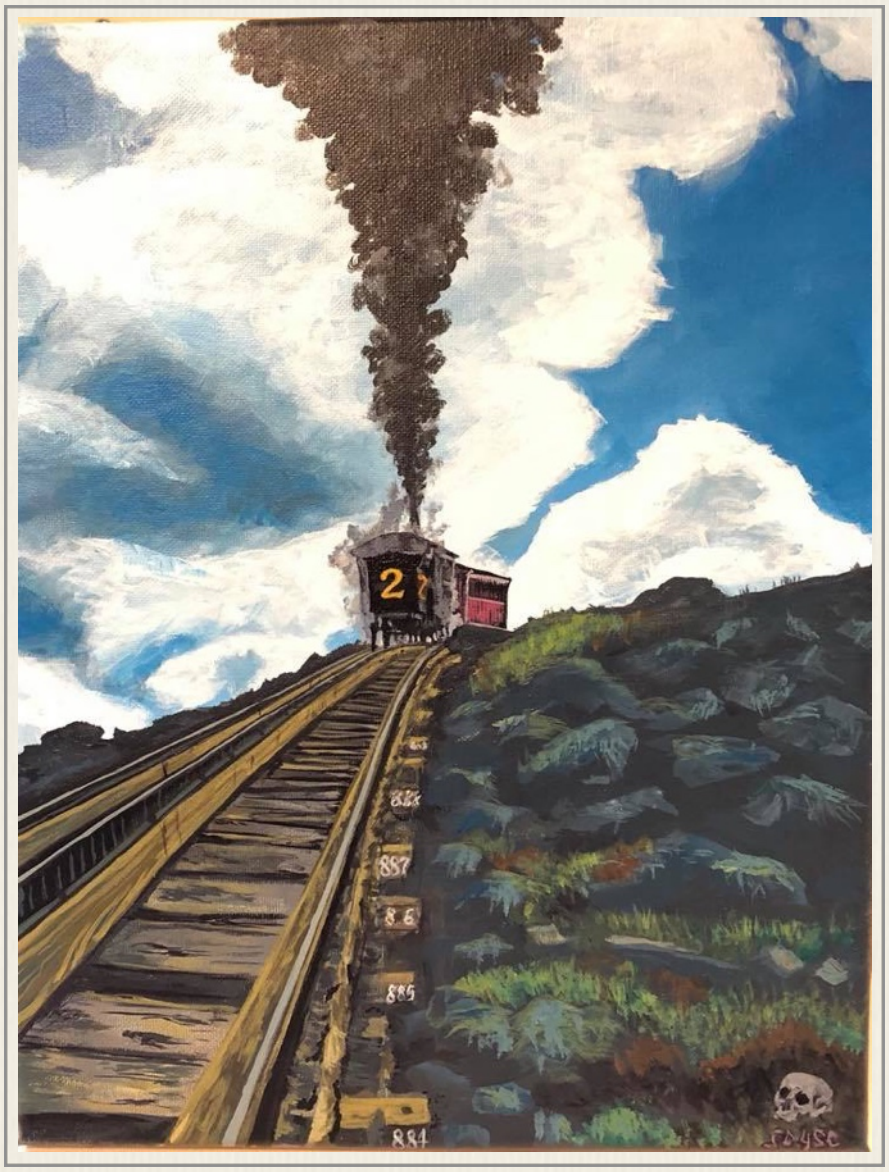
Board after the County Commission on Wednesday remanded it to planners for review. Whatever is decided, it could be a court fight in the making. The claim is being brought by a nonprofit called Keep The Whites Wild, which alleges the path, alongside a 99-foot right-of-way that includes the Cog Railway, owned by the Mount Washington Railway Co. (MWRC), is a road that was recently built for snow cats, and as such violates the county zoning ordinance for sensitive high-elevation areas, and might have extended onto public land. Wayne Presby, however, MWRC's president who attended Wednesday's Coös County Commission meeting in Berlin, said the path is not a road but a trail that is on private property and allowed without a permit under the county zoning ordinance, and the idea of using it to transport sight-seeing visitors via snow cat to the Mt. Washington summit is just a proposal that has not been implemented. Upon their review, county planners will issue a report to the county commission, which enforces the county zoning ordinance for unincorporated places. The commission will consider what, if any, action is appropriate. Coös County Commission Chairman Tom Brady said he does not know how long the review will take and when the three-member commission will receive the report. Outside the meeting, Jason Reimers, attorney with BCM Environmental and Land Law, of Concord, which represents Keep The Whites Wild, said he is pleased the issue is going to review by county planners, who he said are familiar with the ordinance. "It makes sense for them to give a recommendation," he said. Presby said the trail is used primarily for hikers, snow-shoers, back-country skiers and is on area disturbed about a decade ago when the state did power line work. He also said his work in building it completes the connection of two other trails. The statute Keep The Whites Wild is referring to is for trails on state land, and the regulations are clear that a snowmobile trail is allowed by right on MWRC and other private property without a permit, said Presby. The county zoning ordinance allows snowmobile trails, and the use of snow cats to improve recreation on the trail, he said. "As far as I'm concerned, they are all recreational activities allowed under the zoning ordinance," said Presby. Under the statute, trail-grooming equipment is considered an Off-Highway Recreation Vehicle (OHRV), he said. Under the county zoning ordinance, on the chapter on steep slopes and high elevations, snowmobile and ATV trails are allowed without a permit. The trail at issue is a recreational and not a commercial operation, said Presby. Reimers said commercial versus recreational use is not the issue. "The key issue is whether this is a trail or a road and whether snow cats are ATVs," he said. The steep slope portion of the ordinance talks about

ATVS, not OHRVs, which can weigh six or more tons and are not the same as an ATV and cannot be considered one, said Reimers. Presby said he is still looking into the feasibility of running snow cats along the trail to the summit for sight-seeing. The trail, about 8 to 10 feet wide, has to be wide enough for snowmobiles to pass for emergency vehicles to access, he said. The main thing the opposition group is concerned with is the width, said Presby. One of the members of Keep The Whites Wild, Dave Govatski of Jefferson, said aerial photographs indicate there could be a trespass onto public land. "It appears the road might have crossed onto White Mountain National Forest Land," he said. No one objects to the Cog Railway and its importance to the economy, but the issue is about disturbance of a sensitive alpine zone, and seeing an excavator at 6,000 feet on Mt. Washington is a big concern, said Govatski. In building the path, along the Cog Railway, there was a significant amount of alteration of terrain that falls under the jurisdiction of N.H. Department of Environmental Services and exceeds what is required by permit, said Govatski. Going forward, Reimers said, "We'll see if there's common ground." Since the first letter of concern was sent to the commission in November, Reimers said other people have seen bulldozers and excavators on the area along the railway track, and there are photographs that clearly show the construction of a road. Presby, Reimers and Govatski pointed to the over- all challenge of an increasing number of people in fragile mountain alpine zones, which at the same time are a big source of tourism revenue. "Mt. Washington seems to be a lightning rod of sorts," said Reimers. Presby said licensed guides take hikers to the high peaks regularly. "Hiking on the mountains causes a tremendous amount of degradation to the resources there," said Presby. He said, "It's a business, but so is mine." The visitor capacity of what Mt. Washington can handle should be studied, said Govatski. "You can't kill the goose that's laying the golden egg," he said. Keep The Whites Wild is also opposed to another proposal by Presby - a 35-room luxury hotel at Skyline at more than 5,200 feet, to be called the Skyline Lodge, that would have a 12,000-square-foot footprint within the right-of-way owned by the MWRC. Govatski said Keep The Whites Wild would support a hotel at the base of the mountain, below 2,700 feet as opposed to above, which the ordinance defines environmentally sensitive, high-elevation areas in a protected districts subject to development restrictions. To date, more than 17,000 people have signed an online petition opposed to Skyline Lodge. Presby said a hotel would provide accommodation for overnight guests that is currently lacking and would be in keeping with a history of hotels - all since torn down, the last in the 1960s - on or near the summit. Presby said it is undetermined when the application, which is being reviewed by his attorneys, will be submitted to county planners. "It's still percolating," he said."

- Caledonian Record – Thursday, December 14, 2017 pg. 1

December 15th

Second Building Proposed: *Caledonian Record* staff writer Robert Blechl reports "In addition to his planned mountainside hotel, the owner of the Cog Railway is proposing a second building on Mt. Washing- ton, this one on the summit and for railway staff. The proposal was made during a recent meeting of the Mt. Washington Commission by Wayne Presby, owner of the Mt. Washington Railway Co, who also serves as vice-chairman of the commission. According to the minutes of the Dec. 15 meeting at the Franconia Notch State Park headquarters, Presby said the MWRC intends to move forward with constructing a facility for its staff at the Mt. Washington summit, although there is no timetable for the project. After it was first presented as a conceptual to the Coös County Planning Board in December 2016, there is also no timetable for his proposed Skyline Lodge, a 35-room full-service luxury hotel within the MWRC right-of-way that



Painting of No. 2 topping Long Trestle at Skyline (2017)
- Steve Comeau Collection

would be located at about 5,200 feet in elevation, about 1,000 feet below the summit. On Dec. 13, Presby said his attorneys are reviewing the application for the hotel before it will be formally submitted to the Coös County Planning Board. To date, more than 17,000 people, many voicing concerns about the development degrading the sensitive alpine area and wilderness experience, have signed an online petition opposed to Skyline Lodge. In support of his argument for the construction of a building for Cog Railway staff, he handed out copies of the 1980 agreement between the state, MWRC and other entities for the construction of the Sherman Adams visitors center building. With a proposed hotel and staff facility, as well as the recent claim of an illegal MWRC road that the Coös County Planning Board will soon hear and decide the validity of, 2018 could see growing contention around what is an allowable and unallowable use on Mt. Washington. At the commission meeting, Presby circulated copies of the 1894 agreement between the MWRC and the Pingree heirs that includes certain rights held by the Mt. Washington Summit Road Co, a separate company. According to the minutes, Presby said he is concerned about infringement on rights held by the Cog Railway and expanded overnight use on the summit. He has said the winter hikes that have some hikers sleeping overnight in the Sherman Adams building and the educational trips to the summit observatory constitute expanded overnight use."

- Caledonian Record - Thu, Jan 4, 2018



Firebox (2017)
- Steve Comeau Collection

2018



February 15th

Ammonoosuc Trestle Upgrade Begins: Cog Railway owner Wayne Presby posts pictures to the *Mount Washington Cog Railway: We Worked There* Facebook page showing "Cog Railway Track Crew and Presby Construction hard at work prepping the site *(left)* and pouring concrete *(below)* for the new Ammonoosuc Bridge" Presby also posted the final plans for the 107-foot by 14 foot 8 1/4 inch structure that was designed by the BIG R Manufacturing of Greeley, Colorado. For the first time since 1866, wooden trestlework will not extend below the track into the Ammonoosuc River channel at the Base in order to make the rail crossing. Presby told the Facebook page "New bridge scheduled to arrive on March 1."



February 28th

Roads v. Trails: *Union Leader* correspondent John Koziel reports "Saying it wants to consider both sides before rendering an opinion, the Coös County Planning Board on Wednesday night *(2/28)* gave the Cog Railway seven weeks to respond to a conservation group's complaint that the railway has built an un-permitted road along its tracks. Keep the Whites Wild (KWW) was formed in 2017 in the wake of Cog owner Wayne Presby's announcement of plans to build the Skyline Lodge, a 35-room hotel spanning the tracks about 1,000 feet below the summit of Mount Washington. KWW joined six other groups in opposing the Skyline Lodge proposal, citing its potential negative impact on the mountain's alpine zone. The conservation group filed a separate complaint with the Coös County Commission alleging that the Cog had built a road without the required county approvals The County Commission in turn asked the planning board to provide an advisory opinion on the complaint. Presby did not attend the planning board's monthly meeting at the North Country Resource Center on Wednesday; he was represented by attorney Earl Duval. Presby has previously said that the route in question is a recreational trail, and that a Snowcat that might be used to go up and down it is an all-terrain vehicle, both of which are permitted in the Steep Slopes district on Mount Washington. In response to a question posed by Planning Board Chairman John Scarinza, Duval said he didn't know whether his client intends the trail to be public or private, noting: "I just learned of this yesterday." Duval offered to provide a response to KWW attorney Jason Reimers; Scarinza later wondered whether the response should be sent directly to the Coös County Commission. Tom Brady, who is both a Coös County commissioner and a planning board member, said the response should go to the planning board. "To put it politely," said Brady, "we threw it in the lap of this body (the planning board) to



- Littleton Courier - Wed, Feb 7, 2018 pg. B13

look into." Duval said he could get the Cog's response to the KWW complaint by the planning board's April meeting. Earlier, Tara Bamford, who is a North Country Council planning consultant, told the planning board that the matter is fairly straightforward — if the vehicles that operate on the trail are recreational, then it is a trail; if they are maintenance vehicles, a permit is required. Presby has told the *Union Leader* that he considers a Snowcat to be an ATV and that the trail along the Cog tracks — which generally follows an electrical line the state laid down on Cog land from the base to the summit — would also be used "for track maintenance and rescue operations if necessary." But in a Feb. 22 email, KWW President Chris Magness said Snowcats are much larger than ATVs and that state law does not consider them to be either an ATV or an off-highway recreational vehicle. "For these reasons, the Cog Railway was required — prior to construction — to apply to the Coös County Planning Board for a permit to construct the road in areas of steep slopes and high elevations, if such a permit could even have been issued," wrote Magness. Recently, Presby said while the project is proceeding, he did not expect the Skyline Lodge to open as planned in 2019 to coincide with the railway's 150th anniversary. He said he is gathering the documentation necessary to file a formal site plan application with the planning board." *- UnionLeader.com - Wed Feb 28, 2018 10:30pm*

2018 Cog Ticket Prices

Age	3 Hour Round Trip
Adult 13-64	$72 (steam $78)
Senior 65+	$68 (steam $72)
Child (4-12)	$41 (all trains)
Child 3 & under	Free on adult's lap
One-way tickets	$51 (all trains - biodiesel only)



New Ammo Bridge under Construction (Mar 1, 2018) - Presby Family Collection

March 1st - 6th

The Steel Arrives - Rail Bender, Too!: Cog owner Wayne Presby may have not attended the Coös County Planning Board meeting Wednesday night *(2/28)* because he was awaiting arrival of the new steel bridge for the Base crossing of the Ammonoosuc River. A series of Facebook postings began Thursday night *(3/1)* documenting the progress of the bridge project. The railway also took delivery of equipment used to bend rail for curves and grades. While Mother Nature forced the bridge replacement, Presby had already informed the Mount Washington Commission of his plans to strengthen the entire track.

March 13th

Future in Doubt for Pike's Peak: As the New Hampshire cogway prepares to replace its Ammonoosuc crossing reporters Wayne Heilman & Rich Laden write in the online edition of *The Colorado Springs Gazette*: "After more than a century as one of the area's premier tourist attractions, the Pikes Peak Cog Railway's future is in doubt. The railway, which has shuttled generations of visitors on breathtaking, 8.9-mile trips to the summit of Pikes Peak and back, won't reopen this spring after several months of maintenance, and it could remain closed for up to three years while its owner, The Broadmoor hotel, studies its fate, hotel President and CEO Jack Damioli said Tuesday. After that process, it might be rebuilt or might never reopen, he said. "We want to run a five-star, five-diamond operation, including the railroad," Damioli said of the hotel *(next page)* and amenities. "We need to take a look at the next step." The railway, whose system of cog wheels mesh with a special center "rack" rail that allows the train to climb much steeper grades than tra-



New 150 ton rail bending machine delivered to Cog to facilitate installation of 100lb. rail along the entire track. Jitney Jr. notes the storage building behind has the same door and window configuration of the Peppersass Cabin (Mar 1, 2018)
- Presby Family Collection



"Going together fast should be installed by Monday of Next week," reports Wayne Presby on the Mt. Washington Cog Railway - We Worked There Facebook page. That prompts Art Poltrack to comment "Final review before installation by revered Cog Track Foreman and Assistant." (Mar 1, 2018)
- Presby Family Collection





"The crane is up!" (Mar 2, 2018)



Time to Fly: *"Flying the Bridge. Almost finished. One Arch to Go!!!" reports Wayne Presby to the Mt. Washington Cog Railway: We Worked There FB group Monday night along with pictures. The lift begins (above) to set the second of the two carrying beams onto the concrete abutments. The first arch is picked (left) for placement. (Mar 5, 2018)*
- Presby Family Collection



Securing the Arch: *The first arch is bolted into place (left) as daylight fades. (Mar 5, 2018)*
- Presby Family Collection



Online Reaction: *Charles Morrill: "I hadn't realized what a huge deal this is, wow." Charley Kenison: "Great shots Wayne! Thanks for posting." David Huber: "This is awesome and long over due. Going to be odd looking watching a steamer crossing this bridge." (Mar 5, 2018)*
- Presby Family Collection



Ready for Rail: *Cog Railway: "The bridge is finished and installed! Now to install the tracks!" Joann Daniels Dutra: "It doesn't appear this took very long.I'm impressed! Maybe your team should take over the states road work. Lol" Cog Railway: "Longest part was the planning; that took about 4 months!" Paul Forbes: "It looks as though you have evened out the grade leaving Base." Wayne W. Presby: "Track and rack leaving the switch and going up the bridge all being replaced with new 100lb. rail bent in both directions at a 300 ft radius to insure a smooth transition. Bridge finished today and crane company has left the building. Rail is all prepared and we will begin building the track in the next few days. Hopefully the weather won't be too bad but we had great weather to complete the bridge." (Mar 6, 2018)*
- Presby Family Collection



tional trains, has operated safely since it opened in 1891, Damioli said. But hotel officials have determined the railroad - including its aging infrastructure and equipment - "has run its useful life," he said. As a result, and because relatively few such railways exist in the world, hotel officials have launched a review of the Cog Railway that could take two to three years. "We are looking at either a complete closure or a complete rebuild and replacement of the engines, cars, track and even potentially the depot," Damioli said. "I hope something in between is where we arrive. But first we have to explore the opportunity and get feedback from all of the stakeholders." Manitou Springs - the railway's starting point - and its businesses, Colorado Springs and El Paso County, the U.S. Forest Service and area tourist attractions are among those stakeholders, he said. The Cog Railway is one of only two in the country; the other is in New Hampshire.



"We are the tallest in the world, and there are only 40 in the world," Damioli said. "All of the people with expertise in this don't live in this country. They're from Switzerland, Europe and India. We need to gather the facts and do our due diligence." During mid-summer, the railway runs eight daily departures of up to 12 trains on round-trips to Pikes Peak. As part of routine maintenance, personnel measure the wear on cog wheels on each rail car every year; when the wear is too great, wheels are rotated or changed, the railway website says. The railway also spent millions in recent years to replace the transmissions, brake systems and other rail car equipment, according to the website. Exact maintenance schedules weren't shown. "This has been a situation that has evolved," Damioli said. "We will continue to investigate and look at it. Spring is coming, and we have to be open and honest with all. We have to move forward with what the new cog will look like and whether it is viable." A closure or rebuild could have wide-ranging effects. The internationally known Broadmoor on Colorado Springs' southwest side *(above)* is one of the world's most successful hotel and resort properties and marks its 100th anniversary in June. Rebuilding the Cog Railway likely would mean an investment of "tens of millions of dollars," Damioli said. Whether that price tag would be paid by the hotel or if community stakeholders would be asked to chip in isn't known. Other than hiking, there are two ways to reach Pikes Peak: a drive up the



winding, paved Pikes Peak Highway and the Cog Railway. For the Pikes Peak region, the railway's closure would take a bite out of the tourism industry, where visitors spent $2.3 billion in hotel stays, meals and the like in 2016, the Colorado Springs Convention and Visitors Bureau says. At its peak times during the summer, the railway carries 2,300 passengers a day, according to *Gazette* archives. The cost for an approximate three-hour trip up and down Pikes Peak is $40 for adults and $5 for parking. The Cog Railway's potential closure comes as the city is preparing to build a new Summit House on the top of Pikes Peak. The hotel's railway decision, however, is "totally independent" of that project, Damioli said. Still, a new Summit House and Cog Railway would be special, he said.

"We first have to determine: Do we have a project, and is it feasible? Can we get support? Those questions have to be answered before we go down the road of a new Summit House and railway." Colorado Springs Mayor John Suthers said Tuesday *(3/13)* he'd love to see The Broadmoor rebuild the railway. "It's a legacy tourist attraction in Colorado Springs," he said. "It gives another dimension to a visit to Pikes Peak that you can't get any other way." The city, however, shouldn't use general fund tax dollars to support tourist attractions, Suthers said. "I'm just hoping that the numbers work out and it's something that they're able to do," he said."

- The Colorado Springs Gazette - Mon, Mar 13, 2018

March 21st

A Pike's Pique of Conflict of Interest?: The *Colorado Springs Independent* weekly newspaper posted the following editor's note about the *Colorado Springs Gazette* coverage of the Pike's Peak Cog Railway shutdown: "Why won't the *Gazette* disclose its owner like it should? Local tourist-focused businesses, as well as Manitou Springs residents and area elected officials, were taken by surprise by the March 13 front-page, above-the-fold *Gazette* article stating that The Broadmoor might permanently shutter the century-old Pikes Peak Cog Railway that is Manitou's largest attraction and a significant source of revenue for our entire region. The story, by Wayne Heilman and Rich Laden, failed on numerous fronts. But the fact it neglected to mention that the *Gazette* and the Cog Railway have the same owner, billionaire Philip Anschutz, is a clear case of journalistic malpractice. Also, the article's pro-Broadmoor spin was evident: Not a single word from disillusioned entrepreneurs or elected officials furious about how they learned about this blow to our community. Just look at the comments following the article on gazette.com to see how people really feel. The Society of Professional Journalists' Code of Ethics clearly states: "Avoid conflicts of interest, real or perceived. Disclose unavoidable conflicts." The SPJ Ethics Code continues: "Identify sources clearly. The public is entitled to as much information as possible to judge the reliability and motivations of sources." It's not hazy; it's not up for debate. Disclose. Always. The failure to do so is inexcusable, as is the *Gazette* editorial staff's decision to ignore fundamental standards of journalism. It could have been an editing decision; regardless, Editor Vince Bzdek must be held responsible. And it's not an isolated incident. When the news is good, the *Gazette* often has highlighted their joint ownership. For example, reporter Laden did manage to remember that the two had the same ownership in a Jan. 30 story about The Broadmoor's latest AAA five-diamond rating. Laden gushed about the honor and mentioned more than once that it was also The Broadmoor's 100-year anniversary. It's not hazy; it's not up for debate. Disclose. Always. But many Gazette articles about the Strawberry Fields land swap (between the city of Colorado Springs and The Broadmoor) neglected to mention the reporters covering this controversy were paid by one of the parties in the dispute. They did remember the conflict of interest on some occasions — usually in stories that followed City Council's decision to approve the swap. The *Gazette's* reporting on the swap also was often biased. For example, the daily paper never mentioned that, according to polls, more than 75 percent of city voters opposed transferring public parkland to The Broadmoor for the exclusive use of their paying guests. That is why Team Anschutz fought so hard to prevent a public vote on this issue. In a *Gazette* online page about the hotel, the newspaper describes The Broadmoor as "a member of Historic Hotels of America of the National Trust for Historic Preservation. Its visitors have included heads of state, celebrities, professional sports stars, and businessmen." No disclosure of the joint ownership. You'd think of all places, it would be there — but you would be wrong. Anschutz's influence is felt throughout the paper: on the editorial page; in the paper's persistent anti-marijuana crusade (even going so far as to present opinion pieces as factual news items, starting on its front page); and in the *Gazette's* decision to endorse U.S. Rep. Doug Lamborn for re-election in 2014, when a majority of their editorial board said they opposed supporting the congressional candidate. That bias was never more apparent, and never more unfair, than in the newspaper's decision during the 2017 City Council election to defame opponents of the land swap and then not allow candidates Richard Skorman or Jill Gaebler to respond. It's not just about the *Gazette's* credibility. When the monopoly daily — still the largest news organization in the Pikes Peak region

— skews its reporting, it damages the reputation of all other local news organizations, including this newsweekly as well as our sister papers, the *Colorado Springs Business Journal* and the *Pikes Peak Bulletin*. (See what we did there? We let our readers know all three papers have the same owner, John Weiss. Easy, and in just a few words. Try it. Consistently, not occasionally.) In next week's *Independent*, we will offer Vince Bzdek the chance to explain — in his own words — how the *Gazette* will clearly and responsibly inform readers when they cover properties also owned by Philip Anschutz. By Indy editorial board."

- https://www.csindy.com/coloradosprings/why-wont-the-gazette-disclose-its-owner-like-it-should/Content?oid=11105212

NH Grand Cookbook: "New Hampshire's Grand North is well-known for spectacular vistas and world class recreation. Now it's making a name for itself in cuisine with "The Flavor of the Grand North," a new recipe book that features a collection of delicious recipes from businesses and attractions throughout northern New Hampshire. Those looking for a taste – literally – of life in the North Country will find comfort and enjoyment in nearly 35 recipes for breakfast, beverages, breads, soups, main dishes and desserts. The recipe book is now available at http://www.nhgrand. com/recipe-book/. "Family and friends enjoy visiting the Grand North because of its unique character, exciting adventures and delicious local cuisine," said Katelyn White, NH Grand Marketing Manager. ""The Flavor of the Grand North' recipe book helps visitors take a piece of the Grand North home, reminding them of cherished memories with loved ones and giving them something to look forward to on their next visit." More than 30 varied, local businesses and attractions from northern New Hampshire contributed to the book, sharing family recipes and visitor favorites. These businesses and attractions, and their delicatessen offerings, include: Appalachian Mountain Club (AMC): Cinnamon Chipotle Sweet Potato and Black Bean Casserole, Cheese and Garlic Bread and Dave Wilson's Power Brownies; Mount Washington Auto Road: Russian Vegetable Pie and Mount Washington Cog Railway: Keep 'Em Warm! Mulled Cider



Ingredients

1 gallon cider
2 tsp whole cloves
1 lemon or orange, sliced 2 tsp whole Allspice
2-3 cinnamon sticks
½ to 1 cups sugar

Directions

1. Put all ingredients in covered pot, simmer for 10 minutes.
2. Strain.
3. Serve warm.



"The peak of Mount Washington is 30 degrees colder on average than at the base, so the Cog Railway focuses on comfort food that can warm-up our visitors," said Rebecca Metcalf, Marketing Director, Mount Washington Cog Railway. "Our 'Keep 'Em Warm! Mulled Cider' is a visitor favorite. Our kitchen manager Wayne Boyce scrawled the personal recipe on the kitchen's walk-in door, and we've been making it for our guests ever since; and now our guests can make it at home." NH Grand will celebrate 'The Flavor of the Grand North' recipe book with a media event at AMC's Highland Center on Thursday, May 31, from 11 a.m. to 2 p.m. Attendees will have the opportunity to sample recipes from the book and meet the businesses and attractions that contributed to the recipe book. To download a copy of 'The Flavor of the Grand North' recipe book, and to

learn more about New Hampshire's Grand North, visit www. NHGrand.com.

- Littleton Courier – Wed, Mar 21, 2018 pg. A9

March 28th

Pike's Peak Crickets: In the following issue of the *Colorado Spring Independent* publisher Carrie Simison wrote the following in the Letters to the Editor section. "On March 21 the *Indy* published an editorial ("*Gazette:* Act responsibly") taking the daily paper to task for not "clearly and responsibly" informing its readers when they cover other properties owned by Philip Anschutz. Our editorial board reached out to *Gazette* editor Vince Bzdek, offering him space here to respond to the *Indy's* criticism. Bzdek did not respond." The publisher's note was printed under the header "Crickets."March 23rd - 30th:

Closing the Gap!: The track crew begins placing the new rail across the Base bridge on Friday, March 23rd and the following Friday turns out to be a very Good Friday as the Ammonoosuc crossing damaged by the October 29th flooding is re-established. The project's progress is recorded and discussed on Facebook. Wayne W. Presby: "This rail and its joint bars are designed to handle wheel loads of 60,000 lbs. We have wheel loads of 10,000 lbs. The new rail is also designed for speeds of 80 mph and we do 4.76 mph. The new rail increases the structural integrity of the line by 2700%." Barry Stewart: "Looks good but I have two questions: 1) Who did the "Gandy Dancing" or "Tamping?" Wayne W. Presby: "The Mini Excavator" Barry Stewart: "It looks like the rail joints are not staggered? This is more critical on high speed rail but I'm curious." Wayne W. Presby: "The staggering of joints is purely an American thing. In Europe none of the joints are staggered. Makes repairing things much easier."





- Photos by Wayne Presby



The railway owner was well-pleased when folks punched out that afternoon *(3/23)*. Wayne W. Presby: "Milestone Day at the Railway. The first 100lb. rail laid from base switch to new bridge *(left)*. Bent in two planes to provide a perfect uphill right hand curve. No Side Piece, Steel Tie Plates with Pandrol Receptacles and E-Clips. It is a beautiful thing!!! Also used the New GPS to locate and position bents perfectly. Laid the rail on them and it fit like a glove."

Monday the 26th *(next page)* was rack time. Wayne Presby: "First Pieces of New Rack Being Laid Between Switch and Bridge. First Train May Be On/Crossing New Bridge by the End of the Week." David Huber: "Wayne, does the 100 lb rail have the same height as side piece on 40 lb rail? Or is there another adjustment so that steam can still run?" Presby: "We had to make our own tie plates which are ½" thick and then of course we weld the Pandrol clip receptacles to the plates. But all the clearances are there for

the steamers."

The work accelerated on Tuesday and the flatcar car *(below)* with a crane built in 2010 with a grappling arm for debris removal along the right-of-way came into play.

"Today *(3/29)* we crossed the bridge for the first time although we are still not quite finished tying into the old track *(next page - upper left)* on the other side of the bridge," reported Wayne Presby late that evening with this picture.

Presby's camera wasn't there when the gap was closed, but James Strickland's was. "Once again the weather doesn't stop the track crew from getting the job done! Great start to another great season on the mountain!" James Strickland is pictured *(next page - lower left)* with John Anthony, Mark Sodergren, Eli August, and Andy X Vanguard at Cog Railway Mt Washington NH. Wayne W. Presby: "In the rain the track crew perseveres and finishes tying everything together. Now on to Long Trestle."

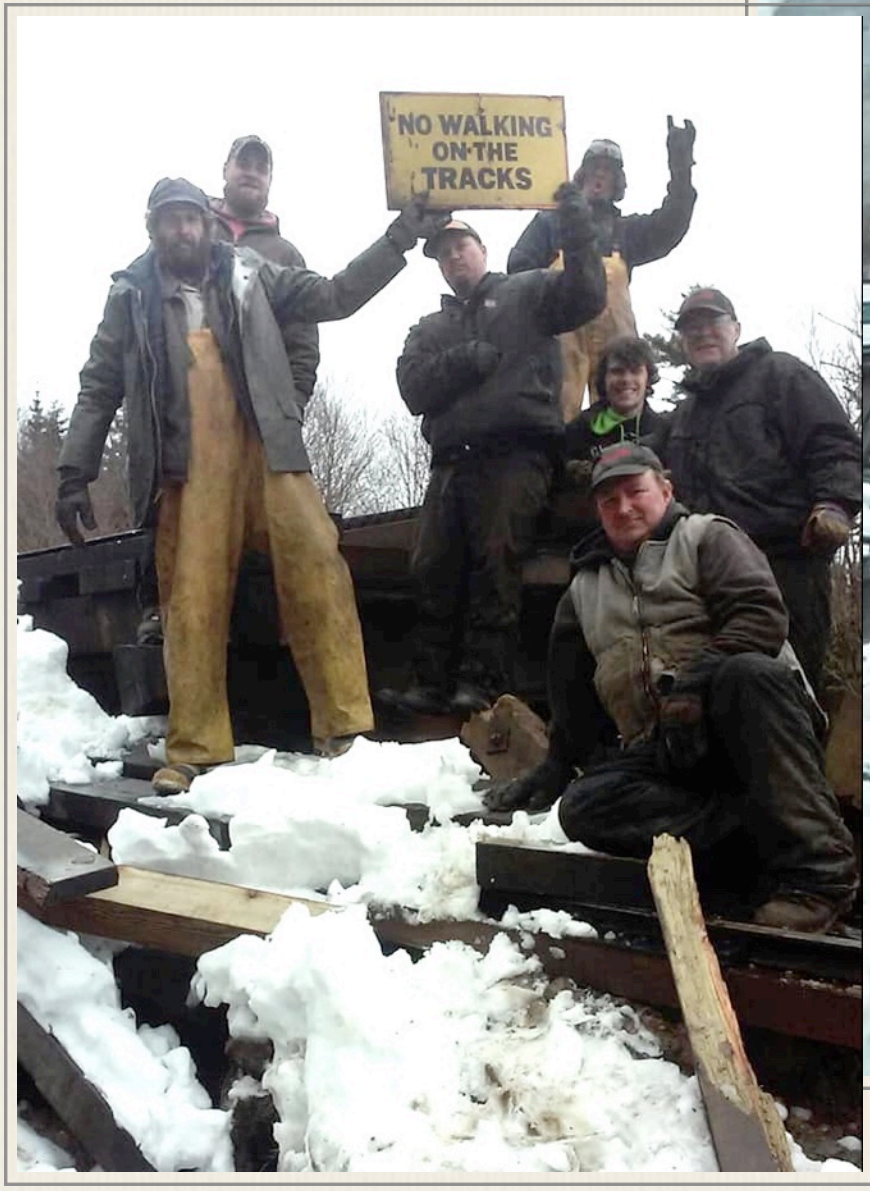






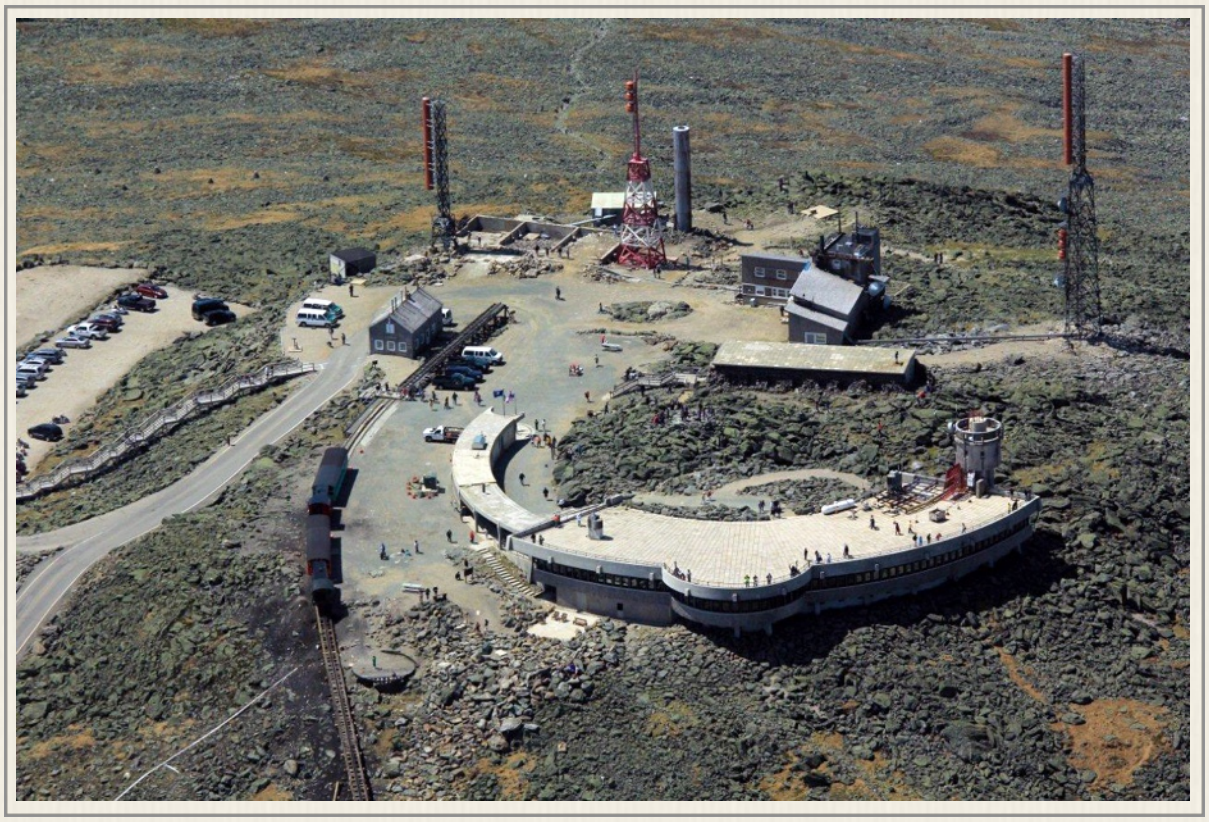
The Mount Washington COG RAILWAY





April 13th

Summit Land Battle Rejoined!: *Union Leader* Correspondent John Koziol posts the following preview of the Friday the 13th meeting of the Mt. Washington Commission at 9:15am. "At today's meeting of the Mount Washington Commission, the Mount Washington Auto Road will present a legal opinion stating that the Cog Railway has no property rights beyond its tracks at the summit of the tallest peak in the Northeast and that it therefore "cannot dictate" what the Auto Road, the state, or the Mount Washington Observatory do there. Charged by law to consult and advise the Department of Natural and Cultural Resources "in the management of the summit property owned by the state of New Hampshire," the commission is scheduled to meet at 10 a.m. at the Franconia Notch Park headquarters. Howie Wemyss, the Auto Road's general manager, said on Wednesday *(4/11)* he intends to give the MWC a letter from the Auto Road's attorneys which challenges assertions made by the Cog that the railway has rights atop the Rock Pile that are being infringed upon by both the Auto Road and Mount Washington Observatory. At the Dec. 15, 2017 MWC meeting, Wayne Presby, the Cog's owner and president, handed out copies of an 1894 agreement under which the Cog, in consideration of a payment of $56,000 to the Auto Road, acquired rights to specific parcels of land on the summit as well as to the exclusive right to feed and shelter visitors there. In a March 9 letter to the Auto Road, attorney Earl Duval, on behalf of the Cog, wrote to point out "violations" of the 124-year-old pact, among them trespass; diversion and depreciation of the railway's revenue; and overnight expeditions at the summit. The last item refers to the observatory conducting excursions in the summer and winter. The second relates to the Cog's view that the Auto Road has an extremely generous contract — $1 per year for three years — with the state to use parking lots at the summit that puts the railway, which has a higher ticket price, at a competitive disadvantage. As to trespass, Duval wrote that Auto Road staff are "routinely crossing the railway's right-of-way to turn around and park their vehicles in front of the Sherman Adams Building and on the railway's right-of-way." Not only is the parking of those vehicles a hazard that impedes "the safe loading and unloading of railway passengers," said Duval, but the trespass is also "an impermissible interference with the business practices of the Mt. Washington Railway Company."



Mt. Washington State Park (2012)
- N.H. State Parks

The Auto Road, through the law firm of Cooper Cargill Chant, replied to Duval in an April 6 letter that called the allegations made by him to be "...wholly without merit" adding that Duval's argument relied exclusively on the 1894 agreement and failed to consider a series of decisions and actions in the century-plus since then. "Simply put," said attorneys Kenneth Cargill and Christopher Meier, "the Railway Company has no fee simple rights under the tracks within the Summit Circle, only easement rights, and has no property rights at all beyond the recent end of its tracks next to the Stage Office; and therefore cannot dictate what the Road Company, the State or the Observatory accomplish on state-owned land beyond the end of the tracks." Both the Cog's and Auto Road's attorneys warn that legal action may follow. Also the chairman of the observatory's board of directors, Wemyss will present a letter today to the MWC that says Duval's letter is "...factually inaccurate, advances invalid legal positions and constitutes an improper attempt to injure the reputation and commercial prospects of the observatory." Sharon Shilling, the observatory's president, said Thursday *(4/12)* it is "unfor-



tunate that it's come to this," adding she expected organizations that "work in the same environment" to find a better way of dealing with disagreements.

On Thursday, Presby said the Cog's main concern is safety. He said that the Auto Road has been crossing the right-of-way for a long time, "and, to be honest with you, I've had no problem, but now the railroad has gotten busy and it's affecting safety." The Auto Road's vehicles are "crossing over where we have a right-of-way to park right next to the building, and on a couple of days last year when it was really foggy they nearly backed up into the train," said Presby. The Cog has been in touch with the NH Department of Transportation, said Presby, "and we have the perfect right to enforce our rights-of-way." That enforcement could take the form of a court order, a physical barrier, or of a police officer, he said."
www.unionleader.com/politics/mount-washington-auto-road-says-cog-railway-cannot-dictate-what-happens-atop-northeasts-highest-peak-20180413

Caledonian Record staff writer Robert Blechl files this report following the meeting. "The office of the N.H. Attorney General is now reviewing who has which easements and respective rights atop Mt. Washington after the Cog Railway and Mt. Washington Auto Road locked horns in a rights dispute. Cog Railway owner Wayne Presby has accused the Auto Road, as well as the nonpro t Mt. Washington Observatory, of infringing on his rights and trespassing on his right-of-way, a claim both the Auto Road and MWO rejected. The Auto Road contends Presby is the violator breaking an agreement. The dispute - which has lawyers on both sides threatening lawsuits - brought some tense moments when it was discussed Friday during the quarterly meeting of the Mt. Washington Commission in Franconia. "Wayne and I have very different opinions on who has what rights on the summit and we need to get through that," said Howie Wemyss, general manager of the Auto Road. The Auto Road's attorneys have been looking into the issue of rights on the state-owned summit - who owns what and what the restrictions are, he said. The 1962 right-of-way agreement, argues Presby, gave the Cog Railway the right to operate a railway to the summit in perpetuity. But vans from the Auto Road operation are crossing the Cog's right-of-way to turn around and park near the Sherman Adams visitor's center and are interfering with Cog customers trying to get on trains, he said.

At the December meeting, Presby handed out copies of an 1894 agreement in which he argues the Cog, through the pact, obtained rights to pieces of mountaintop land and has the exclusive right to provide food and lodging to summit guests. The early generations of guests went to the top when there was a hotel, the last of which was torn down in the 1960s. On March 9, Presby's attorney, Earl Duval, wrote a letter to both the Auto Road and the MWO, the language of which MWO board trustee Jack Middleton called "nasty" and inaccurate in regard to the claim the MWO is in violation by serving food and allowing overnight guests. "Whatever rights the Cog had with respect to that hotel are long gone," said Middleton. The MWO, in short, argues the Cog's property rights end outside its railroad tracks at the mountaintop and Presby has no say in how the MWO or the Auto Road go about their operations. Duval's letter to the Auto Road alleges it is in violation of the 124-year-old agreement by trespassing on the Cog's right-of-way in allowing its vehicles to cross it and by "depreciating and diverting" Cog revenue. "Effective today *(3/9)*, Auto Road staff and visitors may not enter the railway's property with their vehicles any time the railway is operating," wrote Duval, who threatened legal action if no compliance. At the time of the 1894 agreement, there was no place for the Auto Road to park the number of cars it is currently parking, he said. The availability of increased parking at a nominal fee of $1 per year allows the Auto Road to keep its prices lower and significantly impacts the Cog's business revenue when the Auto Road

is able to charge considerably less than the Cog and diverts customers to choose the less expensive option, argues Duval.

In another clause in the 1894 agreement, Duval said no boarding house for visitors shall ever be built outside a half mile of the railway as located from base to summit, and he alleges the MWO is violating that by allowing overnight excursions and meals. Duval's letter to the MWO alleges the observatory is trespassing on land owned and held in easement by the Cog.

On April 3, MWO President Sharon Schilling sent Duval a letter stating his argument "is factually inaccurate, advances invalid legal positions and constitutes and improper attempt to injure the reputation and commercial prospects of the observatory," which demands the railway company "cease such improper conduct."



Summit Complex
- Mt. Washington Cog Railway photo

On Thursday *(4/12)*, in a letter to Duval, Middleton said Duval and Presby have threatened four organizations the MWO has relationships with and said the lodging restrictions in the 124-year-old agreement "you rely on were long ago extinguished with the sale of the Cog to the Mt. Washington Club and later to Dartmouth College and have no force and effect." The Cog's effort to "intentionally interfere with the contractual rights of the observatory is a clear violation of law and will subject the Cog to a suit for damages," wrote Middleton. Taking it a step further, Middleton argued the Cog intentionally breached the 2009 Mt. Washington Museum Agreement, under which the Cog is obligated to pay $1 per passenger carried on the railway to the Mt. Washington summit. While the Cog made payments prior to 2017, it has failed to pay as required during 2017, and the MWO now demands the Cog immediately pay the observatory all money due and perform its contracted commitments in 2018 and 2019, said Middleton.

The Mt. Washington Commission voted to ask the attorney general to have an opinion as to the ownership of the various parcels on the summit and the rights and responsibilities of the owners ready by its next meeting, tentatively scheduled for July 20. "It's quite an extraordinary story, with the rights and deeds," said N.H. Parks and Recreation Director Phil Bryce. "Ultimately, our effort will be to make sure that whatever is going on there with the parties, the state has rights on the summit."

- The St. Johnsbury Caledonian Record - Sat, Apr 14, 2018 pg. 1

From the Commission's Meeting Minutes: "Capital Improvements. (Tom) Mansfield - DNCR Architect gave a report on the sewage treatment plant work that will be completed in the fall. The preliminary report on a proposed sewer line along the Cog track will be provided when complete. He reported on the early considerations for the water system. Partner Reports: Cog Railway. Mr Presby reported a 7th record season with 119K people. He discussed the bridge replacement that was damaged by the October storm, trestle repairs, continued cleanup along the track, and rail replacement.

April 16th

Bridge Now Officially Finished: BRETTON WOODS, N.H. (AP) — A trestle bridge damaged by flooding that closed the Mount Washington Cog Railway early last season has been replaced, as the attraction gets ready for its 149th year. The train service was stopped last fall after flooding from the Ammonoosuc River caused extensive damage to the bridge. A steel replacement bridge spanning 107 feet was installed March 6.

The service to the top of the Northeast's highest peak is scheduled to open on April 21 and will run every weekend until May 5, when the trains will run daily.

April 18th

No Zoning Violation, But...: *Conway Daily Sun* reporter Barbara Tetreault filed the following: "The Coös County Planning Board Wednesday *(4/18)* voted that the Mount Washington Cog Railway did not violate the county's zoning ordinance when it made improvements along its track last summer. The planning board will forward that opinion to the Coös County Commission, which had asked the board for an opinion after receiving a complaint that the Cog Railway had built an un-permitted road. The conservation group, Keep the Whites Wild, had sent the commission two letters, arguing under the zoning ordinance for the county's unincorporated places the Cog Railway needed a permit for the road because it is in a steep slope/high elevation zone. Cog Railway President Wayne Presby said last summer his organization had done maintenance work on the side of the track the state had cleared in 2007 to install a conduit to bring electricity to the summit. The Cog Railway owns the property but the state has an easement for the power conduit. Since he was doing maintenance work in that corridor to address some erosion issues, Presby said he offered to cover some sections of the state-owned conduit that had become exposed over the years. Cog Railway Attorney Duval and KWW Attorney Jason Reimers offered differing views of whether the corridor constitutes a road or a trail. Coös Planning Board Chair John Scarinza said prior to 2007, the corridor along the track was "pretty much" a hiking trail. He said that changed in 2007, when the state hired a contractor who used two excavators to clear the corridor in order to bury the conduit. Presby said he has not widened the corridor since the 2007 work by the state and does not anticipate doing so in the future. But he said he has not completed all the maintenance work along the track and advised that the conduit will require future maintenance. Board member Michael Waddell said even if it is determined to be a road, the state built it and the state is exempt from local zoning. "The original sin, if one was committed, was by the state of New Hampshire," Waddell said. Board member Thomas McCue said whether the corridor is a trail or a road is not the board's concern. "It's what happened last summer that we want to hear about," McCue said. "If DRED (the N.H. Department of Resources and Economic Development) had gone up and did this, we wouldn't be sitting here," he added. But board member Mark Frank said while the board has no jurisdiction over what the state does, the Cog Railway does fall under its authority. Planning Board Consultant Tara Bamford provided the board with a written opinion that based on her review it did not appear the recent improvements have lead to a change in the status of the corridor. After about an hour of discussion, the board voted to forward to the county commission its opinion that no violation of the zoning ordinance had occurred. Only Frank voted against the motion. After the vote, Scarinza told Presby that any change in use of the corridor beyond maintenance for the track and conduit, would probably need to come before the planning board. Reimers had raised the issue, citing published reports that the Cog Railway is considering running passenger Sno-Cats from the base to the summit along the corridor. KWW also opposes the Cog Railway's plan to build a 35-room Skyline Lodge about 1,000 feet below the summit. A formal proposal for that project has yet to be submitted to the Coös planning board." *- Conway Daily Sun - Thu, Apr 19, 2018 online*

Coös Planning Board Minutes: Old Business: a) *Commissioners' Request for Advisory Opinion Regarding Cog Trail* - Chairman Scarinza began the discussion by explaining that the Commissioners received a complaint from attorney Jason Reimers on behalf of Keep the Whites Wild. The complaint stated that the Mount Washington Railway Company built a roadway without obtaining a permit from the Planning Board. The Commissioners asked the Planning Board to investigate the complaint and to render an opinion on whether a violation had occurred. At the last Planning Board meeting, the Board asked the attorney representing The Cog Railway to provide a written response to clarify the purpose of the trail and what was done to construct it. The Board also requested that pictures and plans be provided of the trail. John Scarinza stated that a letter was received from Attorney Earl Duval on behalf of the Railway and distributed to the Board prior to the meeting. Attorney Duval distributed several pictures to board members at the meeting. John explained that the purpose of tonight is for the Planning Board to contemplate, discuss the issue and to interpret the zoning ordinance. It is not a public hearing. John stated that he had asked Tara Bamford to review the complaint and she provided the Board with a memo that was distributed. John asked Attorney Duval to clarify what is meant in his letter dated April 3, 2018 where it refers to the pathway of the tracks being a right-of-way. Is it a right-of-way or a fee ownership? Attorney Duval responded that it is a fee ownership. John explained that the issue is what constitutes a trail and what constitutes a road. In the Coös County Zoning Ordinance Section 3.92, a trail is defined as a route or path other than a roadway, and related facilities used primarily for recreational activities, which passes through or oc-

curs in a natural environment and may involve the disturbance of the land's surface in its construction or use. Related facilities may include but not be limited to subsidiary paths, springs, campsites, viewpoints and unusual or exemplary natural features in the immediate proximity of the trail, which are commonly used or enjoyed by the users of the trail. In Section 4.03F, Steep Slopes & High Elevations (PD6), trails for motorized recreation are allowed:

7. Trails, provided they are constructed and maintained so as to reasonably avoid sedimentation of water bodies
8. Snowmobiling and ATV trails

In Section 3.75, a roadway is defined as a public or private road including any land management road. A land management road is defined in Section 3.41 as a route or track consisting of a bed of exposed mineral soil, gravel or other surfacing material constructed for, or created by, the repeated passage of motorized vehicles and primarily for agricultural or forest management activities, including associated log yards. Mike Waddell asked Attorney Duval where the power line is, is it buried under the road? Mr. Wayne Presby responded that the power line is buried adjacent to the railway line and if you are looking up the mountain, it is on the left hand side of the tracks from the base to the summit. Mike asked if the power line is actually buried or is some of it visible. Mr. Presby answered that it is buried. Mr. Presby explained that in 2007, the Mount Washington Railway company and the N.H. Department of Resources and Economic Development entered into an easements and rights-of-way agreement to bring grid power to the summit of Mount Washington to meet the recreational needs of Park visitors. Mr. Presby further explained that in 1970 after the State of N.H. had acquired the summit there was a masterplan developed for the summit. In the masterplan, one of the reasons that they wanted to bring grid power up to the top was because there were 100,000 gallons of kerosene being stored up there for generators that were supplying all the facilities atop the mountain. There was a concern that there would be a leak and it would cause a huge ecological problem. Fred King asked about the work that was done along the tracks and if anyone objected. Mr. Presby responded that no one objected. He explained that the work he was doing up there was because when the state's contractor completed his work of installing the power line he had cut away some of the earth next to the tracks and it was causing a possible hazard to the tracks. Mr. Presby put some rock back up against the track to protect it from further erosion. He also notified the State that some of the line had become exposed and he was willing to make repairs to the power line. Leon Rideout asked if there was always a trail there along the tracks prior to the power line being constructed. Mr. Presby responded that there has always been a trail. Attorney Jason Reimers disagreed stating there is no mention of an existing trail where the power line was constructed. John Scarinza clarified that there has been a hiking trail but not an excavator trail. Tom McCue wanted to clarify that what the board is dealing with is that the Railway performed some work in the summer of 2017 in the same area where the power line is buried. Mr. Presby stated again that the maintenance performed in 2017 was for the repairs to the track and to the power line. John Scarinza stated that what he was hearing was that the purpose of the excavation work was track and power line maintenance. Leon Rideout asked if the trail was altered in width. Mr. Presby stated that one section of about 400 feet was leveled and flattened. The trail is over the existing conduit except for about 500 feet. Chris Magness stated that a time-lapse video was provided to the Board that showed work on the mountain moving a significant number of boulders and widening an area a mile higher than what Mr. Presby described. Attoerney Jason Reimers stated that the issue came to light in October 2017 at a meeting of the Mount Washington Commission. Mr. Presby was quoted as saying that the Cog had just opened up a trail to the summit on its right-of-way that he believes will be able to accommodate passenger-carrying "snowcats" up the three mile route in winter, a concept that, he said would soon be tested. Attorney Reimers said that he is not seeing in the reports in the media that this was just for maintenance to the track and conduit. Mr. Presby stated that the construction of the power line has provided another means of access that has many benefits. Tom McCue said that what he is hearing is that the trail could be used to operate snowcats. Mr. Presby said that it is a possibility. Mike Waddell stated that whether it is considered a road or a trail, DRED built it for the purpose of a power line. Scott Rineer asked if highway vehicles have used the trail. Mr. Presby stated that highway vehicles have never used it. Rick Tillotson made a motion to reply to the Commissioners that the Board did not find that any zoning ordinance violation occurred. Leon Rideout seconded the motion. Mark Frank stated that he does not think that the Board has clearly identified what has happened. If the Railway has taken over the project and DRED is no longer doing the project and that this work was performed in PD 6 zoning area. Mark continued that if DRED was performing the work it would not fall under the Board's jurisdiction, but if a private company was performing the work, it would. Tara Bamford stated that it is not who is doing the work it is whether the work is being done for a gov-

ernmental purpose. Mike Waddell referred the Board to the November 16, 2017 letter from BCM Environmental & Land Law, PLLC. He read the second paragraph:

"It has come to our attention that the Mount Washington Railway Company has constructed a road ("Snowcat Road") for the purpose of operating passenger-carrying snowcats."

He stated that this is the paragraph that the Board has been asked to address tonight. Mike Waddell summarized that what he has heard that the road was built by the State and as long as the road exists, that maintenance will always need to be performed. What Mr. Presby brings up as a proposal or idea at the Mount Washington Commission meeting is a separate issue. Tom McCue wanted to state that he wanted people to understand what the role of this Board is and what the Board is limited to do. Some of the language that the Board has been presented with is not the Board's concern nor does the Board have the authority to get into it. There was no further discussion. The motion was approved 9-1 (Frank).

John Scarinza stated that it is important that if in the future there is a change of use of that corridor for something other than maintenance of the tracks or conduit then it may need to come before the planning board for either site plan review or zoning permit . Attorney Reimers asked if charging money for the recreational use of that corridor would be a reason to come to the board. John Scarinza stated that if the use of the corridor is for other than maintenance than site plan review is required. Attorney Reimers stated that he believes that the Railway is charging skiers to park and use the trail. Tara Bamford stated that a site plan would not apply for the parking but if the use of the trail changes then it would require site plan review.

Present from the Board: John Scarinza – Chair; Fred King – Vice Chair; Jennifer Fish – Clerk; Ed Mellett, Scott Rineer, Mike Waddell, Rick Tillotson, and alternates Leon Rideout, Tom McCue and Mark Frank Also in Attendance: Tara Bamford, Planning Consultant; Wayne Presby, The Mount Washington Cog Railway Company; Attorney Earl Duval, Duval & Klasnick LLC; Attorney Jason Reimers, BCN Environmental & Land Law; Chris Magness, Keep the Whites Wild; members of the press and public.



April 21st

Let the 2018 Season Begin: The snow was blown from the tracks to above Waumbek, and the crew assembled (including Sylvester Marsh impersonator) to take the first paying customers up to a new structure. No one stayed overnight. It was short of halfway - perhaps a three-eighths house? Price tag for the round trip was more than half the full fare - $41-dollars per adult.







May 10th

Boiler Inspections: The boilers of the No. 2 *Ammonoosuc* and No. 9 *Waumbek* were successfully pressure tested to 175 psi at the shop, and state boiler inspector Carl Johnson issued a one-year operating certificate for the two steam engines.

May 11th

Call in the Choppers!: The contentious times between the Mt. Washington Cog Railway took another twist in May 2018 as the company attempted to organize opposition to a new helicopter landing site along the Base Road near the old Twin Rivers logging camp. The following was posted to the *Mt. Washington Cog Railway: We Worked There FB* page. "Dear Fellow Coggers, On September 1st, 2017, the Appalachian Mountain Club proposed moving their current Helicopter Landing Pad for the Lakes of the Cloud Hut off of the AMC Highland Center property onto National Forest land located slightly below the intersection of Mt. Clinton Road and Jefferson Notch Road, better known to us as "Four Corners", on Base Road. We are asking for your support in opposing this proposed development by the AMC on National Forest lands. The AMC is planning to clear-cut National Forest lands and "would likely include clearing of trees, stumps and brush as well as leveling of ground, [&] work on road access and gate installation." Significant cutting would occur in this area alongside Base Road also as "Cutting would need to occur here as well as grading to create a landing zone for the helicopter. The site would need to be tied into the base road as well. A gate would need to be installed." There would also be a trash container left for the AMC to disburse of their trash onto the Base Road when needed. The AMC currently owns property by the AMC Highland Hut located in Crawford Notch and we feel that they should be using their own property for their own helipad and resources, instead of treading on protected National Forest property and onto Base Road, a road of pride and heritage to many Coggers throughout the years. We ask for your support in letting Jenny Burnett and the White Mountain National Forest know that you oppose this project and do not support it. To do this please write to Jenny Burnett & the WMNF via *(USPS or email)* Reach out and contact Jenny Burnett and the White Mountain National Forest Service and let her know you oppose this project today! The deadline to contact them is June 10th, 2018. Attached also is the official proposal by the AMC if you would like to take a look at it. We thank you for your time and your support. The Mount Washington Railway Company"



AMC illustration of three (3) potential helipad sites in order of preference. (2018) - Appalachain Mount Club

AMC Proposal: "Overview: AMC would like to develop a site along the Cog Base Road on Forest Service land that would serve as a long term airlift site for Lakes of the Clouds Hut. This will likely include some initial site work and ongoing maintenance which would be paid for and completed by the AMC. This would likely include clearing of trees, stumps and brush as well as leveling of ground, work on road access and gate installation. Operations for a long term site would include a spring fly in early May and 2 fall flies in September to Oc-

tober. Between early September and early October propane cylinders would be stored on site for filling and returning to the hut. During a large project a container may be left at the site to contain trash when flown out. The container will be delivered as close to the flight date as possible and removed once it is full. Regular trash from airlifting would not be stored overnight at the site." They like Site 1 *(previous page)* and list the following pluses and minuses. " **Positive aspects:** This location is close to the hut creating the second least impact on recreationists. A paved road currently passes through the area allowing for easy access. There is a vegetative buffer between the site and the base road providing for privacy. The helicopter will not have to pass over the road to get to the hut. **Negative aspects:** Tree cutting needs to take place. Grading needs to take place to create a landing and staging zone. The main road needs to be tied to the access road."



Satellite imagery of Base Station & Shop Complex with new parking lots (June 2018) - Google Maps



June

No Brakes Required: The latest in Cog equipment rolled out of the car barn this summer with the new passenger car for diesel engines that can safely descend without braking. Steve Comeau posted a picture of the new car alongside the No. 9 at the shops on Facebook. It got noticed. Jim Hibbert: "Great picture. This is the first time I have seen one of the new coaches from this angle. Does the brakeman still control the brakes downhill or can the new engines handle the weight on the steeper grades?"Steven Comeau: "No brakes required Jim." And no need for the monkey tree or frog rock either.

June 6th

Cog & Keno: The New Hampshire Lottery Facebook feed features a graphically-modified image of the No. 4 at the Summit to get the word out that Granite Staters can now play Keno in a large group of towns where voters approved the game with the understanding the profits would support kindergarten programs. The copy that accompanied the post: "Choo, choo! Looky what's new! Additional New Hampshire towns have climbed aboard the KENO 603 train. Hundreds of places to play!" Catherine Kots thought a promotional opportunity had been missed: "What would've awesome and great for tourism with this pic? Offer it on Mt Washington. Freaking would be a great spin." Andre Jamison was not as enthusias-



tic: "It has the absolute worst odds/payouts of any legal gambling game."

June 11th

Cog & DOT: The New Hampshire Department of Transportation's FB page publishes a shot *(right)* from the top of Jacob's Ladder (although it appears the diesel engine's window takes some of the frame out-of-focus) - "Looking down the rails during recent a ride up the Mt. Washington Cog Railway. Photo by Sara Zinn (Rail & Transit Bureau)"



June 13th

More Than A Train: "The Cog Railway is positioning itself to attract a wider range of guests, and build on its unique attractions. In doing so, the Cog is offering a model for how prominent but "one note" attractions can broaden their appeal, promote return trips, and generally build a more robust tourism-driven model. One challenge is more elemental then economic: so the Cog is limited by the famously-intense Mount Washington weather, and does not make ground-to-summit trips in the depths of winter. However, the railroad has added a halfway-hut, providing visitors with a mid-point disembarkation point, so that bad weather in-season doesn't rob guests of a chance to stretch their legs and take pictures. The Cog is unique— one of two operational gear-powered railways on earth,—and like many unique attractions, it faces a double-edged sword. On one hand, a truly unique attraction—a Chutters, a Flume—have a great core brand with reliable pull. On the other hand, uniqueness can mean that a destination becomes a once-in-a-lifetime affair, a bucket-list trip, which is a challenge for a business that relies on mass attendance. One way to get around this is to expand the range of interested visitors. For instance, the Cog has organized annual events, each with a connection to their core brand, but moving beyond a train ride and a nice view. Using the railroad theme, the Cog's Steampunk Festival taps into pseudo-Victorian nostalgia, and is the largest event of its kind in Northern New Hampshire, according to a fan of the genre. It runs August 18th. Playing up the locally-built angle (the Cog constructs all its trains on-site), the rail has run a Hand Crafted festival, scheduled for July 14th and 15th. Last year the event included some 17 vendors. Both events have been cooking for a few years now, and are expected to reach all-time attendance rates during the Cog's 150's anniversary next year. Each builds on one aspect of the established brand—for instance, the Hand Crafted festival will include a 'train musician'—but is directed at a new set of potential customers. What is the Cog's brand? Distant views, alpine excursions, savage weather, scary steeps, a little bit of history, a lot of engineering, and trains. Anyone with an interest in those can be relied upon to come— once. Repeat journeys are less common, and changing that is a major goal for the rail. Annual events will help with return clients, by creating a regular draw. Another method is to offer new attractions with all-season appeal. This reporter was sworn to secrecy, but can attest that there are two new experiences in the works, for the top and bottom of the line, intended to draw people to the mountain. It should be mentioned that these proposals are not related to the proposed summit-side lodge that attracted such resistance last year. More as details firm up! In the meantime, the Cog will keep chugging toward it's sesquicentennial. Most of the trains run on diesel now (with 20% bio-fuel additive), but the gear technology remains the same as it was. The Cog railway runs some seven trains, often twice a day, and attracts some 120,000 customers per year."

- Littleton Courier – Wed, Jun 13, 2018 pg. A3

June 27th

Dormant Colorado Cog Tax Breaks: A Manitou Springs agreement to put millions in rebates of the city's excise tax into the pocket of a billionaire got a rewrite in recent days, making it less generous than originally planned. The deal, with the Pikes Peak Cog Railway, is designed to sustain the city's revenues for two years while the Cog is rehabilitated, and create an incentive to the railway to refurbish and reopen one of the

region's star attractions. The Cog, owned by multibillionaire Philip Anschutz's Oklahoma Publishing Co., which also owns The Broadmoor, would still get a significant financial benefit if Manitou agrees to cap its excise taxes on ticket sales (allowing the Cog to pocket the excess) and waive use taxes on building supplies for needed Cog repairs. Talks between Cog officials and Manitou Mayor Ken Jaray and other city officials led to a deal in which the Cog agreed to:

• provide the city $500,000 per year in 2018 and 2019 while the Cog is closed;

• provide another $500,000 toward parking issues that could include building more surface parking, a parking structure and a shuttle service from an outlying surface lot; and

• at intervals, increase the excise tax cap over the 50-year life of the agreement.

"It's only gotten better, not worse, for the city," Jaray told the *Independent* on Friday afternoon. But he stopped short of predicting City Council would give final approval to a deal that's significantly different from the first version that was given an initial nod June 12. (A final Council vote was scheduled for June 26, after *the Indy's* deadline.) Manitou City Councilor Jay Rohrer, who supported the agreement, said he couldn't predict whether the new version would be approved, noting, "Opinions can and do change." After chugging to the summit of Pikes Peak for 126 years, the Cog abruptly closed in late October - it usually stays open until New Year's Day - and in March officials announced it wouldn't reopen this year, or possibly ever. Now, Cog officials estimate upgrades will cost up to $95 million, depending on how steel tariffs impact prices, and it won't reopen until 2020. Manitou Springs historically has received roughly $500,000 a year in excise tax from the Cog, which is based on 5 percent of ticket sales. That means the Cog brings in about $10 million a year and draws roughly 286,000 passengers. Ticket prices varied from $28 to more than $40 or so. (Ticket prices are no longer stated on the Cog's website.) By comparison, the Mount Washington Cog Railway in New Hampshire charges $41 to $72 per ride. If the Pikes Peak Cog increases prices, the city's excise tax revenue also would increase — unless the city agrees to the Cog's proposed caps.

Manitou Council approved an initial agreement on first reading that allowed a 1.5 percent increase to the excise tax every four years, yielding $27.3 million to the city over 50 years. A revised version posted to the city's website on June 22 showed revenue of $27.9 million would flow in over 50 years, due to a periodic increase of 2.5 percent, along with the 1.5 percent increases. Yet a third version, posted to the website late Friday, would increase the revenue to $30.1 million. The latest version shows excise tax topping out at $750,000 in the agreement's final six years, compared to $597,800 in the final two years in the first version. Sounds like a deal, unless you consider ticket prices could average $50, rather than $35, which would mean that, without the cap, Manitou would receive $715,000 in excise tax in the first year. Assuming no ticket price changes over 50 years, which is unlikely over five decades, Manitou's total revenue would be $35.75 million. Regardless, Jaray notes the Cog's agreement to help Manitou deal with traffic nightmares on Ruxton Avenue where traffic piles up during the tourist season due not only to the Cog but also Ruxton's access to the Manitou Incline, the Barr Trail and other attractions. "We're trying to do the best deal for the city of Manitou and the region," Jaray says, "and a lot of people think the Cog is important for the region."

"There is definitely a strong sense of businesses wanting the Cog Railway back," Manitou Springs Chamber of Commerce Executive Director Leslie Lewis says, noting the train drives up traffic in the town. Former Mayor Marc Snyder agrees, saying the Cog's allure goes beyond dollars and cents. "I think the Cog is more than just a financial presence in the town," he says. "It's kind of an iconic attraction that kind of is our signature attraction. There's more to it than just the financial analysis. I think the majority sentiment is, we want to preserve it, we want to do all we can to bring it back and get it up and running." That said, Snyder wonders if the city is giving away too much by agreeing to excise caps. "Some people have said, 'What if ridership goes up?' We will be losing revenues. If the ticket prices go up, and I'm sure they will, that will affect the 5 percent of ticket price. If the ticket price doubles, that would be $1 million in excise tax [per year] to the city." On the other hand, Snyder notes the Cog brings more shoppers to Manitou, generating an estimated $100,000 a year in city sales tax revenue.

For some, however, that extra foot traffic just crowds the town too much and robs Manitou of its quaint ambiance. Independent owner John Weiss, a Manitou resident, wrote a recent editorial in our sister paper, the *Pikes Peak Bulletin* questioning the wisdom of such a large giveaway made on a rushed timeline and without the finan-

cial contributions of neighboring communities that also benefit from the attraction. And one business owner, who spoke on condition of anonymity, says the quality of life has improved with the Cog closed, because the town hasn't been "inundated with a zillion cars." "Where's the dramatic impact [from the Cog's closing]?" the business owner says. "The hotels are doing better. Even with all the [road] construction and the Cog [closed], we're still running record [sales tax] numbers, and we wanna give away this much money? We want to give away millions of dollars for untold carnage from automobiles." In fact, the city's sales tax, minus the excise tax, has been growing in recent years, due in part to the opening of two recreational marijuana stores in the latter part of 2014. That year, sales tax revenues totaled $2.4 million, compared to $5.8 million last year. However, through the first four months of this year, the tax has brought in only $1.24 million, although tourist season will add more. City Finance Director Rebecca Davis says it's too soon to say if the city's tax revenue will suffer with the Cog's closing, but adds, "I would be surprised if sales tax was able to make up for the loss of revenue from the Cog, because sales tax would have to increase by approximately 8.6 percent for 2018, and currently sales tax is running about 3 percent over last year." But there is one final twist to this tale: Before discussions of a Cog deal, the Manitou Springs Urban Renewal Authority voted to forgo $1.2 million in tax increment financing, which was already spoken for by east-side business projects, redirecting that money to the city due to the emergency caused by the Cog closure. The URA cash closed the Cog funding gap for two years, meaning there was no immediate emergency. Nevertheless, Jaray says the city will keep the URA money regardless of the Cog deal, using it for capital improvements." (The tax package was approved.)

- Colorado Springs Independent - Thu, Jun 27, 2018



Summit parking lot during 2017 Gerry Pomerleau Memorial Ride
- New Hampshire ATV Club

June 30th

ATV Day on the Mountain: The simmering commercial feud between the Mt. Washington Auto Road and the Mt. Washington Cog Railway sparked a bit as the Auto Road hosted the New Hampshire ATV Club's 19th annual ride up the Mountain to remember the founder of the event, Gerry Pomerleau. The Cog Railway answered with some passenger carrying ATVs of its own up the recently improved "service trail" alongside the track. Reporter Tom Eastman of *Conway Daily Sun* explained it was another part of the dispute over property rights at the Summit. "Any discussion about the summit has to include the most controversial issue to face Mount Washington in recent years - Wayne Presby's proposal announced in 2016 to construct a 35-room hotel over the train tracks, at a location about 1,000 feet from the summit. The proposal has drawn criticism from at least seven conservation groups who are concerned that the lodge would have a negative impact on the mountain's alpine zone. Presby says he has not furthered those plans to date, and is still gathering documentation. He

drew further ire when his crews cut a 3-mile path along an old state power trench without a permit on land it owns beside the track to the summit. That controversy was aired anew when two large Sherp ATVs *(right)* made an ascent up the path in a test drive. *(Editor's note: Sherp is based in St. Petersburg, Russia and was founded in 2012 by engineer Alexei Garagashyan. The Sherp amphibious all-terrain vehicle has "a steel and aluminum carrier body. In addition to snow, mud, and marshes, the cross-country vehicle overcomes obstacles up to 6 ft in height. Because of the large wheels (63"x25"), the all-terrain vehicle can float on water. The maximum speed is over 45 km/h on land and 6 km/h on water. The SHERP ATV can tow up to 5000 lbs." TopGear.com has called the vehicle a "small tank" with a "soft, transformable interior, $70k")* Presby said the Russian company contacted him, and he agreed, riding as a passenger in one of the vehicles. "I am interested in using them perhaps as maintenance vehicles, not, at this point, as a tourist excursion," said Presby, pointedly adding that it happened just a day or two after the Auto Road had 1,800 ATVs up there. "We have indicated that at some point we may be interested in taking people up on Snowcats in winter, just as Howie (Wemyss) is letting people do." Presby also points to Wemyss' company's ongoing construction of a new 68-room, three-story Glen House hotel at its Great Glen Trails property at the base of the Auto Road, due for completion this fall. It's unclear how things will develop - or settle."



- The Conway (NH) Daily Sun - Fri, Jul 20, 2018 online

July 20th

Mt. Washington Commission: From the draft minutes: "(Tom) Mansfield/N.H. Department of Natural & Cultural Resources Architect gave a report on the sewage treatment plant monitoring and modeling that includes a study of the proposal to install a sewer line along the Cog track. The work is scheduled for completion in September. *Cog Railway Report:* (Wayne) Presby said May and June were strong. Major projects include 256 tons of new rail for installation, use of the old Issacson Steel building as an enclosed maintenance facility for railcars and equipment. They are installing an approximate 130-ft. track extension at the summit to the track's original position within the Cog's Right-Of-Way, which will enable the Cog to park trains at the summit for simultaneous loading and unloading of passengers. *Appalachian Mountain Club:* In response to (public member Paul) Ingersoll's inquiry, AMC is applying for a permit from the WMNF for a helipad to support AMC's Lake of the Clouds operation. AMC is no longer able to fly from the Cog's property."

Summit Loved To Death?: Reporter Tom Eastman focused on the Mt. Washington Commission's Carrying Capacity Study in his story filed the day of the Commission's 10 am meeting using interviews conducted ahead of the gathering. "Is Mount Washington being "loved to death"? Home to the Mount Washington Observatory since 1932, the mountain this weekend is hosting the 18th annual Seek the Peak fundraiser for the nonprofit, member-supported scientific observatory. The mountain known to Native Americans as Agiocochook ("dwelling place of the Great Spirit") has long been a focal point for New Hampshire, especially in the years since the Old Man of the Mountains fell in 2003. Concerned about usage, the Mount Washington Commission, which oversees operations by the network of users of the 6,288-foot summit, plans to examine capacity at the top of the Northeast's highest peak. The study was proposed last summer, and is targeted to get underway soon, said Amy Bassett of the State Division of Parks and Recreation. "It is still on the front burner; other things have taken precedence, but it is going to happen," Bassett said Wednesday, after conferring with Parks and Recreation Director Phillip Bryce. In addition to Bryce, the commission comprises representatives of state government, the White Mountain National Forest, the Mt. Washington Auto Road, the Mount Washington Cog Railway, Townsquare Media (WHON-FM) and two members of the public at large. Commission Chair Walter Graff of Randolph, senior vice president for the Appalachian Mountain Club, was unavailable for comment. But state Sen. Jeb Bradley (R-Wolfeboro), who with state Rep. Karen Umberger (R-Conway) on the 12-member commission, said he obtained funding in the budget for the yet-to-be undertaken but planned study. The issue of the summit perhaps being too popular for its own good is not a new one. It's always been busy, given that the iconic top of New England has been a destination for visitors since the 1800s. The first basic hotel opened there in 1852. By the dawn of the 20th century, there was a grand hotel and daily mountaintop daily newspaper called *Among the Clouds*. Now, upwards of several thousand people a day visit the summit, whether by hiking, taking the Cog or chauffeured vans or driving their own vehicle up the 7.6-mile Auto Road. Once at the summit,

they visit the 60-acre Mount Washington State Park, including the cafeteria and gift shop in the state's 1980-built Sherman Adams Summit Building, which also houses the observatory and its Extreme Mt. Washington museum. Howie Wemyss, general manager of the Auto Road, is one of the biggest proponents of the study. Prior to Friday's quarterly commission meeting at the Tip Top House on Mount Washington, Wemyss answered questions from the Sun. "Has the summit reached its limits? There are lots of good questions and issues that we can't keep hiding from and one which we need to air. Some of us are interested in addressing those questions; others less so. We are willing to talk about it and brainstorm what the answers might be," Wemyss said Tuesday. "It will be tough, because you've got two competing for-profit businesses - in the Auto Road and the Cog - who are doing business, taking people to a state park surrounded by a national forest," he said. "I would like to hear from others about what some of our options might be," Wemyss said, "but it seems fairly clear to me that something has to change, because what is happening is not sustainable either for us, the Cog or the hiking community because we are all seeing increasing numbers: We are all headed to the same small mountaintop and it's just not sustainable." He said that upgrades to the Cog Railway over the past decade by switching its fleet of locomotives from coal-powered steam engines to more efficient diesel engines have brought more trains and therefore more passengers to the summit. "One of the exacerbating issues is the Cog has finally gotten successful and is delivering more to trains to the summit than before - three trains of 70 passengers arrive at a time and there have been five trains on the summit at one time. That's a lot of people," said Wemyss, whose company still out-delivers passengers to the summit via the Auto Road. Also interviewed Tuesday, the Cog's Presby countered that the Auto Road didn't seem to have a problem with heavy use until the Cog began being more competitive. He said the Cog doesn't get credit for initiatives it has made to improve the mountain, including clearing 100 years' worth of debris beside the tracks to enabling the state to bring electrical power along its right of way to the summit instead of having to store fuel in tanks at the summit. He added that the Cog once had seven steam engines and one diesel; now, it has six clean diesel locomotives and one coal-burning steam engine (*Editor's note: The second coal-burner, No. 2 Ammonoosuc was being rehabilitated in the shop at the time of the interview)*. Presby - part of the team that bought the Cog in the early 1980s and who bought out his partners in 2017 - doesn't dispute the fact that his train excursion company has increased its business over the past decade as a result of those more efficient, less-polluting locomotives. "We are maybe 120,000 riders per year now, versus the Auto Road's 150,000 - and that compares to 309,000 for rail riders at Pike's Peak in Colorado and another 250,000 for their auto road," Presby said. "Most of the trains in Europe are 500,000 per year," said Presby, acknowledging that the Cog has doubled its use over the past seven or eight years but still is drawing fewer passengers than the Auto Road. He said that while it's true that thousands visit the summit each day either by rail, vehicle or on foot, many don't stay longer than an hour or so before heading back down. The Cog and the Auto Road have been engaged in a dispute over parking at the summit, a contentious matter scheduled to be discussed at Friday's quarterly meeting of the commission. The state Attorney General's office was expected to give an opinion on the issue - results of that meeting will be reported in an upcoming edition (of The Sun)."

- The Conway (NH) Daily Sun - Fri, Jul 20, 2018 online

Summit Property Rights Report Nearly Done: "The office of the New Hampshire Attorney General, meeting with the Mt. Washington Commission on Friday *(7/20)*, is nearing completion of a final report that could outline the extent of rights, easements, and restrictions that three entities have atop the summit of Mt. Washington. That report, expected to be publicly released in three or four weeks, comes after the Mt. Washington Auto Road and the non-profit Mt. Washington Observatory (MWO) were challenged on the issue of rights by Cog Railway owner Wayne Presby. Presby has accused the Auto Road (represented on the commission by Howard Wemyss) and the MWO (represented on the commission by Jack Middleton and Sharon Schilling) of infringing on his rights and trespassing on his right-of-way, a charge that both the Auto Road and MWO rejected. The Auto Road argues Presby is the one breaking the agree-



Reproduction Mount Washington Railway Sign: *A rectangular shape with gold block letters on a black gravel ground, 19 ½" tall x 38" wide, made by Trent Lock, Norfolk, CT, in 2005. The Cobbs Auctioneers of Peterborough, N.H. put this item in a group of168 advertising collectables for sale. They estimated its worth at between $100-$200 and realized $125*

- http://www.thecobbs.com/auction-2018-07-14-advertising.html

ment. On Friday in the summit observatory, the Mt. Washington Commission met to review the information, which includes a history of easements and respective rights on the summit, that was compiled by assistant N.H. Attorney General Allen Brooks. With Brooks and the commission citing attorney-client privilege, that review took place in what was considered a non-meeting under the state's right-to-know law, and no minutes were taken. At the start of the public meeting at the Tip Top House, commission member Paul Fitzgerald made a motion to waive non-public session and release all of the documents to the public on Friday. "I asked for that report and I'm extremely pleased with the results," he said. Members of the commission, however, after a series of subsequent motions and amendments, voted to release the entire report pending a final review and update by Brooks followed by a final review by the commission, and if any commission member has concerns expressed via email to the rest of the commission within 10 days, the NHAG report will not be released. Brooks said he expects his final report and update to be ready within a month. In the meantime, possibly as early as Monday afternoon, the commission will release a document detailing the history of the rights and easements each party has on the mountaintop. After the meeting, The *Caledonian-Record* asked Walter Graff, chair of the commission and its representative for the Appalachian Mountain Club, if the operations of the Cog, Auto Road, and MWO could change as a result of Brooks' information, if any easements or rights on the summit could change, and if the report answers most or all of the questions the commission has. He declined to answer, at least for now, citing attorney-client privilege.

During the meeting, Graff did call the report "a stellar piece of work by the attorney general's office." The dispute that began last year has prompted the Cog, Auto Road, and MWO to each enlist attorneys investigating the issue of respective rights, and lawsuits have been suggested by some if the dispute continues unresolved.

The Auto Road, originally a carriage road, opened in 1861. The Cog Railway opened eight years later, in 1869. The MWO, a private, educational organization with a weather observation station and space for overnight guests and meals, was launched in 1932. The state has owned the 60-acre Mt. Washington State Park at the summit since 1964, after purchasing it from Dartmouth College. The rights issue arose in December, when Presby, who serves on the commission and is being represented by attorney Earl Duval, argued the 1962 right-of-way agreement gave the Cog Railway the right to operate a railway to the summit in perpetuity. But vans from the Auto Road operation are crossing the Cog's right-of-way to turn around and park near the Sherman Adams visitor's center and are interfering with Cog customers trying to get on trains, Presby has said. In December, Presby gave commission members copies of an 1894 agreement in which he argues the Cog, through the pact, obtained rights to pieces of mountaintop land and has the exclusive right to provide food and lodging to summit guests. Wemyss and Middleton have said Presby's assertions are inaccurate, and the MWO argues the Cog's property rights end outside the Cog's railroad tracks at the mountaintop and Presby has no say in how the MWO or the Auto Road conduct their operations. In a letter to Duval, Middleton said Presby and Duval have threatened four organizations the MWO has relationships with and said the lodging restrictions in the 124-year- old agreement "you rely on were long ago extinguished with the sale of the Cog to the Mt. Washington Club and later to Dartmouth College and have no force and effect."

To help resolve the disagreement, the Mt. Washington Commission, in April, voted to ask the attorney general's office to research and arrive at an opinion as to the ownership of the various parcels on the summit and the rights and responsibilities of the owners. On Friday, Presby, who has placed concrete blocks and an excavator on the summit beside the Mt. Washington Auto Road's building and parking area for its vans, told commission members he plans to extend the tracks of the Cog by an additional 130 feet to "go exactly where it was before." When asked by Wemyss for the purpose of the extension, Presby said so the Cog has a place to park its trains, can have more trains at any one time, and can relieve some of the pressure that comes with Cog riders waiting to to re-embark on trains. *(Editor's note: The Cog grapevine in the summer of 2018 indicated the additional track would allow two bar cars to be parked to serve beverages to summit tourists.)* At the close of the meeting, Graff, speaking of the mountaintop feud, said, "It's critical that we continue to work together to solve these issues... I am concerned we are at odds at the moment." In December 2016, Presby proposed a 35-room hotel called the Skyline Lodge to go within the Cog's right-of-way about 1,000 feet below the 6,200-foot Mt. Washington summit, a plan that has drawn opposition by environmental groups. To date, no application has been filed."

July 31st

Commission Documents Release: Edith Tucker of the *Conway Daily Sun* provides an update on the July 20th meeting: "Only the second half of the quarterly Mount Washington Commission meeting was held July 20



Drone photo of morning steam run moving towards the Halfway House (2018)
- Joe Klementovich photo - NH Magazine

in the historic Tip-Top House in the State Park on the cone of the 6,288-foot-high mountain. The first half — about 1½ hours long — was convened as a "non-meeting" session under the aegis of Sr. Assistant Attorney General Allen Brooks. Only the 11 voting commission members present were allowed to be on hand in the Mount Washington Observatory's summit conference room in the Sherman Adams Building. The commission held the "non-meeting" as a follow-up to the motion its members had approved unanimously April 13 in an effort to resolve several contentious issues: to have attorney Brooks research the ownership of various parcels as well as the rights of various partners, including their operational privileges, and then to provide his opinion. After the public session was convened, the commission members voted 9-2 to immediately release the seven-page "Ownership History of the Mount Washington Summit." The opening paragraph alerts readers to the history's complexities: The summit history "is interwoven with that of Sargent's Purchase, Thompson and Meserve's Purchase, and numerous other early grants and conveyances in what is now Coös County. Throughout these areas, there has never been a shortage of controversy." The members took a roll call vote 11-0 to release all of the documents presented earlier by Brooks, following an immediate review and final update by the Attorney General's office. Commission members also have a chance to object before any public release of this reviewed version was made. They agreed that a special meeting could be called, if necessary. None of the members, including chairman Walter Graff, senior vice president of the Appalachian Mountain Club, or director Phil Bryce of the state Department of Parks and Recreation, indicated what they had learned from these documents. Graff, in remarks at the end of the public session, urged commission members to continue to work together on issues on the summit cone. Some members are "at odds," he said, adding that it is in everyone's interest to resolve these issues and focus on the long-term partnerships recognized by the state in 1969, when the commission was set up. Other members on hand were Mount Washington Observatory representative Jack Middleton, Cog Railway President Wayne Presby, Mt. Washington Auto Road General Manager Howie Wemyss, Drew Scamman of Townsquare Media Group, White Mountain National Forest Supervisor Clare Mendelsohn, state Rep. Karen Umberger (R-Conway) and three public members: Martha McLeod, Paul Fitzgerald and Paul Ingersoll, all of Berlin. In other business, Bryce announced that Mt. Washington State Park Manager Kevin Devine had submitted his resignation. A search is underway to replace him. Bryce said he and other parks personnel have spent a lot of time trying to help the state Department of Transportation deal with hiker parking issues in Franconia Notch, and that the parks' plans to begin addressing capacity issues on the summit have been delayed. State architect Tom Mansfield reported on water and sewage studies that are going forward. The work could result in projects to be funded in the state parks capital budget. Unfortunately, however, the nearly $188,000 Communications Building study started by engineering consultant H.L. Turner of Concord had "derailed,"

Mansfield said, who has turned the matter over to the AG's office. A $2.5 million placeholder budget request is pending, but it is unclear if this will be ready to move forward. Presby said Cog numbers were up in May and June, and that new, heavier track is being delivered, ready for installation. A new track maintenance vehicle will allow year-round work. The former Isaacson Steel Building in Berlin, now Presby-family-owned under the name DWP Berlin Realty, will provide 42,000 square feet of manufacturing and repair space. The floor is flat, unlike the on-site space below the Marshfield Station where Cog work has been done since the 1890s. A seventh biodiesel locomotive is planned. The Cog will soon finish the summit track switch and new platform work at the summit, Presby said, allowing more trains to be parked at the summit."

- Conway Daily Sun online - Jul 31, 2018

August 2nd

Presby Steel Shop To Make Tie Plates: "Presby Steel, the owner of the Isaacson Steel Fabrication Plant at 40 Jericho Road, Berlin, N.H. has agreed to lease the fabrication plant to the Mount Washington Cog Railway for use as an additional winter shop for the maintenance and building of its locomotives and passenger coaches. David Presby acquired the plant at an auction held several years ago. "I am ecstatic to be working with my brother Wayne and the Cog Railway to provide them with a state-of-the-art facility for them to maintain and expand their current fleet of operational locomotives and passenger coaches," David Presby said. "The Isaacson Steel Fabrication Plant is an ideal facility with its 11 overhead bridge cranes, 50,000 square feet of work space and ease of access to the businesses and current suppliers of the Cog Railway." His brother, Wayne Presby, the president of the Cog Railway, was equally enthusiastic about the prospects. "We have expanded our fleet of operational locomotives and coaches over the last several years to the largest in its history and quite frankly we don't have the space we need to store and work on the current equipment." He says they have been considering building a new shop at the base station or rehabbing the current shop buildings, but neither options could happen immediately, so the fabrication plant offers an ideal solution. The Cog Railway is beginning a project to re-rail the railroad line from the base to the summit, replacing the current 25-pound rail with 100-pound rail. Presby Steel will make the tie plates to be used in this project, the release said. Presby Steel will also be supplying steel for a new work car with lights, heat, a crane, tools, welders, and generators. Wayne Presby said work will now be done on the rail line all winter."

- NH Union Leader - Aug 2, 2018 / Associated Press / Presby press release

August 4th

Road Display Repairs Make Facebook: *New Hampshire Then and Now* page - "Old *Moosilauke* Cog - asbestos around the boiler and the cab being removed at its viewing station at the Twin Mountain, N.H. Information Center. Cab was leaking, so a new cab will replace the old one. We have been told the *Moosilauke* wasn't used that much on theCog Railroad. One old employee went as far to call this cog (engine) a phony. Photo *(below)* taken July 30, 2018 by Robert J. Girouard." Needless to say, the post prompted some comments: *(Next Gen Cogger)* Paul Forbes: "Sure it is made up of parts from different locomotives, but it's certainly not phony! As the #4, it made thousands of trips up and down the mountain! As I recall it is the boiler and frame from the 4 and the cab from the 8. The tender can be any number they paint on it!" Scot Holt: "I've heard the *Moosilauke* came from the Green Mountain Cog RR (Cadillac Mountain). The NH Cog bought two Green Mountain engines after a fire destroyed theirs." *(Next Gen Cogger)* Art Poltrack: "Incorrect Scot. GMRR's 1 & 2 became MWCRR's 3 & 4



Repairs underway at the junction of Rt 3 & 302 in Twin Mountain after five years on static display (Jul 31, 2018)
- Robert J. Girouard photo - NH Then & Now

after the shop fire of 1895. *Moosilauke* was not part of the deal." Blair A. Belcher: "I'm glad I was able to ride when all were coal fired."



Refurbished display engine at Twin Mountain (Aug 23, 2018)
- Lewis Family Collection

August 7th

The Jitney Years Crowd-sourcing Debuts: "The Heritage Society will present "A Cog Kid Recalls the Jitney Years of the Mount Washington Railway" on Tuesday, Aug. 7 at 6:30 p.m. at Bethlehem's United Methodist Church. Tim Lewis will share the latest updates from an historical research initiative into the Cog Railway's employees of yesteryear, with particular emphasis on the Base Station, Summit House, and of course, on the engines and rails proper. Lewis himself is the son of engineer Norman "Jitney" Lewis. Over the past year, he has worked under the backing of Lyndon's Northern Vermont University, where he has taught digital journalism since the heady Dot Com days of 1999. The project's roots go back into the mid twentieth century, when Lewis, Sr. worked at the mountain. Lewis Jr., who spent his first fourteen summers at the mountain, aims to educate, but also seeks more of what he calls "lost mountain relatives." So far, he has identified more than two thousand former employees, but many more remain, and he calls on citizens for help. For rail fans and history buffs, the program will cover the "Jitney Years," a well-travelled period in the Cog's long history, with a particular emphasis on the experience of those who lived and worked in the shadow of the mountain, and the light of its trains. Anyone with a family connection to the Cog, or the Summit House, should consider attending to lend their voice and tell their stories, or their family's stories. The Cog, named for its pioneering climbing gear system, was completed in 1868, which is far back as Lewis aims to go. At a time when most steam engines struggled to climb inclines of a few percent, the Cog steamed up an average slope of a full 25 percent, with a maximum grade approaching 38 percent, up the side of the northeast's supreme peak. These days, the Cog continues to employ area residents, although they now mostly operate diesel trains on modern, super-heavy track. The relics of the Cog's century and a half of operation can be seen all around the area, from commemorative memorabilia to the hulking, brightly-painted antique steam engines, most prominently *Old Peppersass*, that still make annual appearances in area parades and vehicle shows. As fans of the railway will tell you, and as Lewis will no doubt be happy to explain, the Cog has powered jobs, and families like his, just as much as it has pushed tourists up the mountain."

- Littleton Courier – Wed, Jul 25, 2018 pg. A2

August 20th

Willem Lange's Notebook: "A Mount Washington Wedding: The... reason I was at the mountain, along with the film crew, was to interview a couple of hard-core hikers about to set off up through Tuckerman Ravine to be married at the summit. If they and I both made it, I'd witness their nuptials and chat with them afterward, before they headed back down the mountain – on foot, naturally – to get to the reception. The icing on the cake for me was another chance to ride up and down the mountain on my old friend, the cog railway. Mount Washington's been a draw for adventurers and tourists for over 350 years. The first known ascent of this huge pile of rock was way back in 1642, by "an Irishman," Darby Field. It's amazing to me that, only 22 years after the Pilgrims landed on Plymouth Rock, Europeans had already penetrated this far inland and were taking the time to climb mountains. It's also equally surprising that the cog railway has been around only a bit less than half that time. It will celebrate its 150th anniversary next year. And as long as we're almost-halving, I'll note that I first saw it 63 years ago, in September of 1955. My friends and I were pretty hotshot hikers in those days. Standing at the top of the rails, I remarked that the train moved pretty slowly. A person standing beside us bet that I couldn't run down the tracks and back up as fast as the train. How much? I asked him. He named the exact amount the weekend was going to cost me – 20 bucks – so, while my pals kept an eye on my benefactor, down I went. Coal smoke over everything; the trains belched great clouds of it. By the time I got back to collect my twenty, I was sooty halfway up my calves. But I was temporarily solvent. The basic technology of

the Cog hasn't changed much in 150 years. It's still a steel cog wheel underneath the engine grinding its way up a ladder of steel pins between two rails in the middle of the track. There's been a major change in the propulsion system, however, since President Grant rode up the mountain. The smoke-belching coal-burners (1 ton of coal and 1000 gallons of water per ascent) are being replaced by the latest in ecodiesels (18 gallons of diesel and French fry fat per trip). Traditionalists may decry the loss of the picturesque, but there's no defending it anymore. Plus, the diesels are faster and cheaper, and allow passengers a longer time on top. The wedding couple departed Pinkham Notch for the summit in a pouring rain; only about five hardy souls climbed with them. The rest of the party clambered aboard an 11:30 train to meet the climbers and the justice of the peace (a hiking guide who doubles in brass as a wedding officiant). The hikers had come up the mountain like a cavalry charge and beaten the train by a mile. The clouds had thinned; so as soon as we all gathered in the wind shadow of the Sherman Adams summit building, the happy couple faced exchanged vows and rings, kissed, and it was over. We piled onto the waiting train and, to the lame jokes of the brakeman, rumbled back down to our lives – the newlyweds to their life, the wedding party to an evening reception, the film crew to Durham, and I west toward the Vermont border at Moore Dam."

- A Yankee Notebook Number 1935 - Aug 20, 2018 / *www.willemlange.com/Yankee_Notebook/1935.html*

September 18th

AG's Summit Opinion: *Caledonian Record* staff writer Robert Blechl reports on the New Hampshire Attorney General's opinion as to legal rights at the top of New England's highest mountain: "The Mt. Washington Commission on Tuesday *(9/18)* released a legal opinion by the office of the N.H. attorney general on the extent of rights and easements the parties operating businesses and nonprofit operations have atop the state-owned Mt. Washington summit. The opinion comes after Cog Railway owner Wayne Presby, a member of the Mt. Washington Commission, accused the Mt. Washington Auto Road (represented on the commission by Howard Wemyss) and the non-profit Mt. Washington Observatory (represented on the commission by Jack Middleton and Sharon Schilling) of infringing on the Cog's rights and trespassing on its right-of-way. Both rejected the allegations. Presby first broached the subject at the commission's meeting in December, when he cited an agreement from 1894 that, he argues, limits the MWO and Auto Road's rights. He has also argued the Cog has obtained rights to pieces of mountaintop land and has the exclusive right to provide food and lodging to summit guests. In his 14-page legal opinion, Senior Assistant N.H. Attorney General Allen Brooks said Presby provided citation to two New Hampshire statutes that don't apply to his arguments. Presby pointed to N.H. RSA 265:69, which prohibits parking within 50 feet of a railroad crossing, but Brooks said "there are no railroad crossings at the summit and, therefore, this section does not apply." Brooks also said, "The Railway further raises RSA 381:14, which prohibits entry onto any railroad property and treats such an entry as criminal trespass. However, this section limits that prohibition to those who are not licensed or otherwise privileged to enter. It, therefore, would not apply at the summit to the state as fee owner or its invitees." The various ownership interests at the summit might have changed over time through prescriptive rights, or adverse possession, said Brooks. Adverse possession applies to easements as well as to fee ownership, and although rights might be adjusted through adverse possession, elimination of an easement in its entirety is unlikely, he said. The two tracts at issue on the summit that are owned in fee by the state are subject to certain easements and restrictions and the state enjoys all of the rights attending fee ownership, said Brooks. The state retains the fee interest under the 99-foot-wide Cog right-of-way, but cannot unreasonably interfere with the easements rights of the railway, and, conversely, the Cog cannot interfere with the state, he said. The state can allow another party to use its fee property to the extent of its own rights, he said. The Auto Road also has the right to use the two tracts in the form of an easement, as well as use portions of two of the three currently existing parking lots and the turning area near the Cog's stage office, as described in the 1894 agreement, said Brooks. The Auto Road also obtained additional rights to use certain areas in a 2015 lease with the state, including the third parking lot, he said. The Auto Road can enforce the terms of the 1894 agreement, including its easement interest in the land at the summit, in a manner unchanged since 1894, he said. The MWO can occupy portions of the Sherman Adams building through its lease with the state and is subject to restrictions of that lease that include restrictions on overnight guests, but is not restricted with respect to providing lodging by the 1894 agreement, he said. Brooks said the Cog Railway's "ownership path is more circuitous" and the Cog "gave all of its interest in land to the Mt. Washington Summit House in a series of transactions beginning ... in 1939 and ending with a deed transfer in 1962 ... Although the Railway continued to exist, the rights and obligations in the 1894 agreement passed along with the land to the MWSH." The MWSH then transferred all fee interests to Dartmouth College, which subsequently transferred the summit

circle to the state, except for an 80-by- 200-foot parcel transferred to the Cog. Brooks said he based his opinion on a map of the summit, a summary of property rights, legal analysis, and a history of the Mt. Washington summit. At the end of the Mt. Washington Commission's July 20 meeting, Chairman Walter Graff (the commission representative for the Appalachian Mountain Club) said he's concerned some of the parties are at odds and it's critical they work together to solve the issues. The commission requested the NHAG opinion at its April 13 meeting. A call placed Tuesday to Graff asking if he believes the operations of the parties atop the summit will change or stay the same in light of the opinion was not returned by press time. Wemyss on Tuesday afternoon said he has not had the time to read the NHAG opinion and probably will not read it before the weekend, and has no comment at this time. Although the NHAG can offer an opinion regarding ownership, it cannot arbitrate disputes or definitively determine ownership, said Brooks. Absent an agreement of the parties, only the superior court can make such a determination, he said. On Tuesday, Presby said he's not convinced the NHAG legal opinion keeps the rights and easements of the three parties status quo. "The Railroad's rights were being violated by the Auto Road, which kept crossing our right-of-way and parking in front of the Sherman Adams building," he said. "It's been determined they are not allowed to cross the right-of-way if it interferes with the operation of our Railway. That was the whole start of this thing in the first place. I told Howie his vans were interfering with our operation. I had no other recourse than to start bringing it up in front of the commission." Presby said there is a difference between easements in appurtenant and easements in gross - the latter a legal right to use the land of another for as long as the owner has the land or the easement holder holds the easement - and railroads as utilities have easements in gross. Neither kind of easement was detailed in the legal opinion, he said. Presby said he believes the rights of the Cog are more extensive than what is outlined in Brooks' legal opinion and he will pursue the Cog's rights. He did not rule out superior court action. Accusations have gone back and forth in the past year, with the Auto Road, after Presby accused it of trespassing, arguing Presby is the one breaking a 2009 pact by the parties through which the Auto Road and Cog agreed to give part of their ticket sales to the MWO. The dispute prompted the Cog, Auto Road, and MWO to enlist their own attorneys to explore the issue of respective rights." *- Caledonian Record - Wed, Sep 19, 2018 pg. 1*

September 30th

Tranquility Treks:: "Armed with Google Maps, bushwhacking tools and 16 years of experience hiking in the area, Dennis Follensbee, a programmer from Lebanon, N.H., is on an exhaustive search for the noiseless hollows and dells of New Hampshire's White Mountains. "I know there must be places I can go to have peace," said Follensbee, 39, who has mapped 23 quiet places so far, though he has shared the exact locations only with family members and close friends. (If quiet places are widely known, he reasons, "they cease to be quiet.") On a recent Sunday afternoon, motorcycles thundered up the Mount Washington Auto Road, and cars lumbered around hairpin turns. At the top of the mountain, the wheels of a motor coach rumbled over the gravel, and the biodiesel engine of the Cog Railway, which carts visitors up and down the mountain, whirred constantly. Richard Davy's journey up the mountain brought him to the summit, where the sound of crying child could be heard over all else. He takes a semiannual pilgrimage here, and said he hoped his ashes would one day be scattered here. "With that crying kid, I don't know, I might reconsider," Davy, 69, said."

- Watertown (NY) Daily Times – Sun, Sep 30, 2018 pg. 2

October 6th

21st Century Breakdown: Nearly forty passengers are stranded for hours on a downward-bound coach of the Mt. Washington Cog Railway on Saturday *(10/6)*. The newest engine, the M6 *LaPrade* derailed splitting about 10 side pieces that hold the rail and backing things up on the line. The new diesels' wheels are stub shafts, each in their own housing. The wheel-to-wheel shafts of the steam engine do not exist on the diesel. The derailment involved a special "memorial" train carrying friends of former Cog trainmaster John Bolton. They had brought some of his ashes to be spread on the Mountain. The group was safely down the mountain and things back to normal by 3 am the next morning. The Cog crew was reflecting on the event on the *Mt. Washington: We Worked There* Facebook site an hour later. Thomas Lane: "Thank you to the Coggers who stayed and helped out tonight. It means a lot to us. Great teamwork and job by everyone to do the impossible. And a big shout out to the Pizza Girls - Alison Maltz, Alyssa & Andrea - Pizza skills that put Pizza Hut to shame." Amy Wentworth: "All was handled great. It was a long ass day /night



The M6 LaPrade at the Base (2018)
- Lewis Family Collection



but we were fortunate to have awesome Cog employees and with exception of one crazy ass bitch on the train the other 38 passengers made the best of it we could. Here's a little insight as to how we handled being up there for so long." Wentworth then posted a video of passengers in a darkened car listening to a dance tune and using their phones & flashlights to create a disco effect www.facebook.com/amy.wentworth.739/videos/10212796322403924/ Wayne W. Presby: "Unbelievable group of customers and employees who made a tough situation into an incredibly memorable event, Glad I could be there to participate and witness everyone's fortitude and enthusiasm first hand. Special thanks to Bobby (Trask) for taking a ride with me down the mountain in the dark on a 6-wheeler." Trask who was recovering from surgery made the trip that day to honor his former Cog colleague. The breakdown had Bolton's partner Amy Wentworth saying if she does attend the June 23, 2018 Employee Reunion,, "I won't take the train, lol. My last trip a few weeks ago ended up being an 8½ hour trip. It was all good I just think JB wanted to stay on the mountain a little longer. I can say I climbed down Mount Washington 100 yards at midnight as I turned 51 !!! Great birthday with family and Cog friends."

October 10th

Still Under Repair: Tourist Val Fritz from Dallas, Texas was not a happy camper four days after the derailment and posted a "Terrible" review on the TripAdvisor website. "Are you kidding me? Is this the Cog or the Con? We rode this ridiculous "train" this morning. I'd booked online months in advance based on reviews. We arrived an hour in advance so we could get our spot in line. We had to pick up our tickets at the counter, and there was a sign that said it was only going up halfway. We assumed this was because of the weather. Never were we told UNTIL WE WERE ON THE TRAIN that the railway was under maintenance. They obviously knew this and should have emailed and given us all of our money back. We went up the mountain for about 15 minutes. Then stopped. Then had to flip our seats around and go back down. There's a reason it's called a cog railway, too. You creep straight up the mountain slower than an old man could walk up. Save your time and your money. This place should be reported to the authorities. What a scam." Deb C. merely said it was "Poor" trip for her. "We had tickets reserved for the 8:00 Steam train and arrived 1 hour early for good seats. The person at the ticket office gave us the wrong platform, so we got seated last on the packed train. This resulted in seats with strangers and no view! The rail was being repaired so we could only go partially up. All in all...very disappointing...."

www.tripadvisor.com/Attraction_Review-g46031-d116318-Reviews-The_Mount_Washington_Cog_Railway-Bretton_Woods_New_Hampshire.html

Making Lemonade...?: The same day Val Fritz and Deb C. were unloading on the web, railway officials were trying to spin the Columbus Day weekend accident into a positive story. "Cog Railway breaks passenger record before mishap" was the headline in *The Conway Daily Sun*. "The Mt. Washington Cog Railway set a new single-day passenger record last Saturday, breaking the 2,000-mark for the first time. "We took 2,107 passengers to the summit and back on the first of the three-day Columbus Day weekend," said Cog president Wayne Presby. Unfortunately, the last trip of the day was marred by a bearing failure in the locomotive. "There were no injuries, but there was a delay of more than two hours for all of the passengers that we transferred to another coach and locomotive," Presby said. A New Hampshire woman who rode the late-in-the-day train posted an account on her Facebook page. "My family and I went up Mount Washington on Saturday on the Cog Railway," she wrote. "We had tickets for the 4:15 climb. They were running late, so we started up around 5:30. Once at the top visibility was zero so we stayed inside and hung around for an hour before our descent. We headed back down the mountain around 8 p.m. We got partway back down and the conductor stopped the train." The bearing failed above Jacob's Ladder, which is the steepest section of track, Presby said. According to the passenger, the conductor felt something was not quite right. "We had to wait for a work crew to come up the mountain … for an hour and a half (and then they) decided that we would be off-loaded to another train, now stationed in front of (below) our engine. They had us go down a 6-foot ladder, walk through the tight space between the rocks and the engine, and then climb back up another 6-foot ladder onto the rescue train. The



Newlyweds ride the front platform of white coach No. 4 in celebration. (Oct 4, 2018)
- Mt. Washington Cog Railway Facebook page

workers formed a human chain, ensuring that all passengers made it to the other train safely," she reported. "We then proceeded down the mountain back to the Marshfield Station. They informed us when we got there that our money was refunded and that we were all getting free rain check tickets that were good for next year. Once inside they had pizza, water, coffee and snacks waiting for us. We finally made it back home (south of Concord) at 1:30 a.m. Made for a long day, but so happy to be alive. What an adventure!" Although mechanical failures are not very frequent, Presby said, dealing with them is essentially routine. The first trains up Mount Washington on Sunday morning were not able to reach the summit until the broken bearing was replaced. After that, normal service was resumed for the holiday weekend. According to John Robinson, the N.H. Department of Transportation Railroad Inspector in the Rail and Transit Bureau, the Cog Railway did call and advise him of the incident over the weekend."

- Conway Daily Sun - Wed, Oct 10, 2018

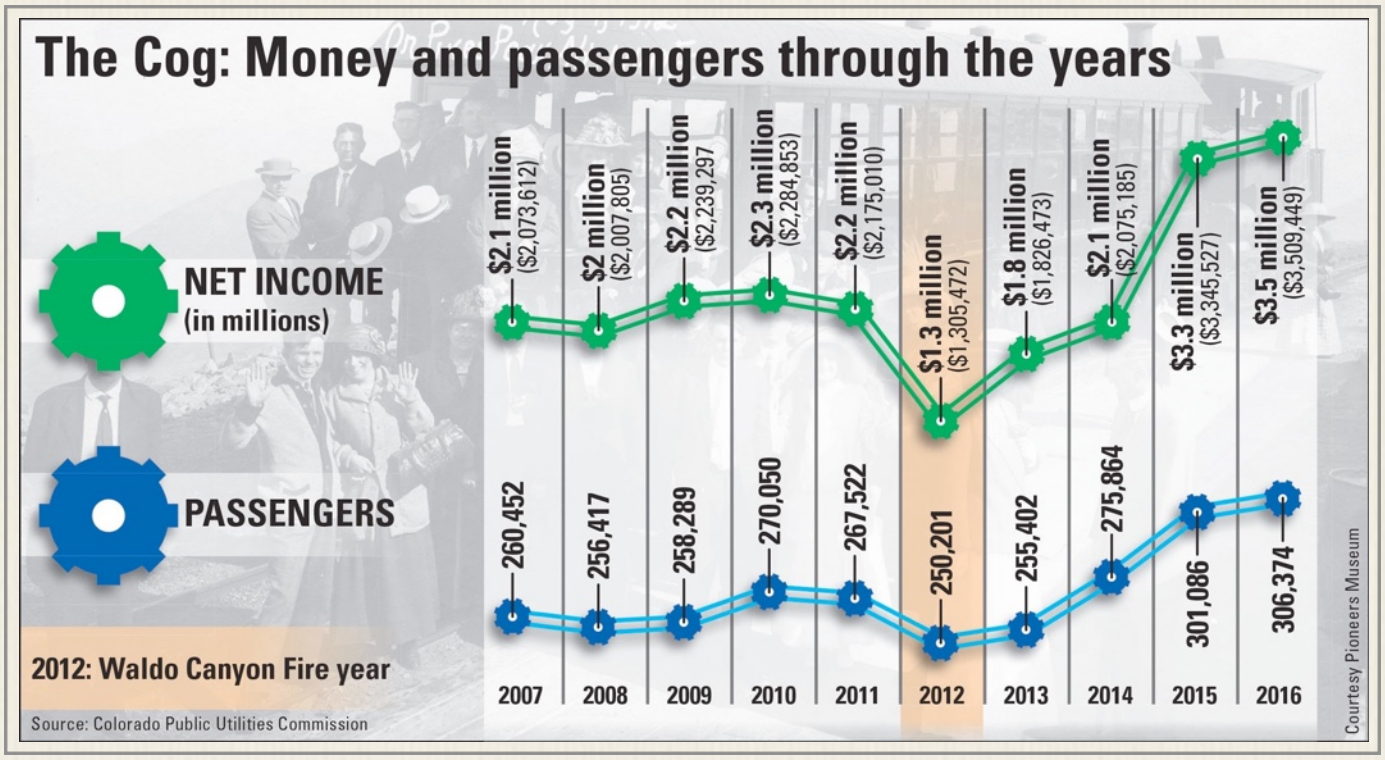
October 31st

Pikes Peak Cog Oversight Scrutinized By Newspaper: Reporter Pam Zubeck of the *Colorado Springs Independent* looked at who in government keeps an eye on that cog railroad: "When the Pikes Peak Cog Railway abruptly closed in late October 2017, officials said the tourist train's "infrastructure and equipment has run its course." Officials didn't mention they've settled two lawsuits and face another alleging serious injuries of patrons, and that a 2016 complaint claimed the Cog's practice of locking train doors posed a risk of trapping passengers while forcing conductors to cling to "the outside of the car like Spider-Man to close and lock the doors." That practice was changed in late 2016 at the behest of the Federal Railroad Administration, although the Cog (also known as the Manitou & Pikes Peak Railway) isn't subject to FRA safety inspections, according to documents obtained by the Independent through a Freedom of Information Act request. In fact, the *Indy* was unable to identify any federal, state or local agency that has oversight of the 127-year-old tourist train, meaning the Cog's owners apparently report to no one when its passengers are injured or maimed, such as in a case of "catastrophic injuries" suffered by an Arkansas woman in 2012. Passenger and employee safety hasn't gotten much attention during debate over a 50-year tax subsidy agreement between Manitou Springs and the Cog, owned by multibillionaire Philip Anschutz's Oklahoma Publishing Co., which also owns The Broadmoor hotel. Asked about the Cog's safety record, Manitou Springs Mayor Ken Jaray says, "I don't have any knowledge of that. I'm not aware of any safety issues." And there might not be any need for concern. If the deal goes through, the Cog would sink nearly $100 million into new tracks, a new depot and several new trains, according to an Oct. 19 letter to Manitou from Gary Pierson, president and CEO of Oklahoma Publishing Co. Pierson says in the letter the tax break is essential to rebuild the Cog, which he termed a "financially strained business proposition" with low returns and high risks. Manitou estimates the tax break under the new deal to be worth up to $9.5 million for The Broadmoor. Opponents, notably, claimed that the initial deal could cost the city up to $61.5 million. It's not clear what their estimate is under the new deal. According to the Cog's balance sheets obtained by the *Indy,* the railway reported net income of $3.5 million in 2016, the most recent year available, it's highest earnings in at least a decade. "Our company has many options to invest this money in other businesses that we operate around the globe that would provide a much greater return," Pierson's letter says. "But ... this decision

isn't just about dollars and cents. The Cog is an important institution to Manitou, the State of Colorado, and because it is 'America's Mountain,' the entire country."

From 2012 to 2016, a period during which the Cog carried roughly 1.4 million people to and from the summit of Pikes Peak, three passengers filed lawsuits against the railway. The first was filed in July 2014 by Madeline Epps of West Memphis, Arkansas. Epps' lawsuit says she and family members went to Manitou Springs to ride the Cog on July 16, 2012. Once aboard, Epps realized that her insulin level was abnormal and she decided not to ride. She and her mother asked the conductor to open the doors and let them off, which he did. Epps' mother stepped out of the train with no problem. But as Epps exited, "without any warning, the train started to move, causing the Plaintiff to fall in between the train and the station abutment," the lawsuit says. After passengers and her family members yelled for the Cog's operators to stop, "The train was finally stopped and [Epps] was extricated, physically, from her trapped position," the lawsuit states, noting no whistle or other warning signal was given before the train moved — without the doors being closed. According to the suit, Epps suffered "catastrophic injuries," some of which are permanent, though it doesn't elaborate. On Dec. 15, 2014, the case was dismissed with prejudice, which often suggests a settlement was reached. Epps' attorney, Robert Anderson of Colorado Springs, declined to comment, saying, "There's a confidentiality clause, and that's probably all I can tell you." Marcia Mitchell of Divide says in her lawsuit she went to the Cog station in Manitou to ride the train on March 7, 2015, and slipped on a sheet of ice. Her wrist was broken in the fall, which also aggravated her back pain, the lawsuit says. Filed in January 2017, the case was dismissed with prejudice on Jan. 7, 2018. Her attorney, Tim Fields of Colorado Springs, tells the *Indy* via email, "Unfortunately we cannot comment." The third case, filed in August by Sam Bartley, alleges that on Dec. 17, 2016, the "train's braking system engaged, causing [Bartley] ... to be violently tossed around the train and flung approximately 15 feet across the train car, causing severe injury to his left shoulder." Bartley was aboard the Cog as part of a volunteer program that featured holiday characters riding the "Santa Trains" during the Christmas season, the lawsuit says. Bartley's character was "Minstrel Sam," and he engaged passengers in singing Christmas songs while playing his guitar. "Due to the configuration of the train and its sound system," the lawsuit says, "Bartley was required to walk up and down the aisles of the train so that he could be heard by the passengers and so that he could engage as many of the paying passengers as possible in the spirit of the occasion." His shoulder injury required "significant surgery and resulted in permanent and persistent symptoms," according to the lawsuit, which notes he also suffered injuries to his ribs, chest and ankle. Medical expenses have topped $54,000, and his "physical impairment" will extend "into the foreseeable future," the lawsuit says. Bartley alleges the Cog failed to adequately maintain the train, which led to the brake failure, noting that before the incident the Cog "had not been closed for maintenance in 10 years." Moreover, the Cog hadn't been inspected for safety prior to the brake failure, and hadn't maintained a program or policy for inspecting the train, the suit alleges. Hence, the lawsuit states, the Cog rail car "was not in compliance with the FRA [Federal Railroad Administration] Passenger equipment Safety Standards and should not have been allowed to be in service on the day of the incident." In its answer to the lawsuit, the Cog denies many of the allegations, including those regarding inspections and lack of maintenance, and states that possible defenses include Bartley being partly to blame and that the damages may have been caused by actions of a third party. A trial is scheduled for Oct. 1, 2019. Bartley's attorney, Martin Jackson of Conifer, declined to comment on the case.

Even as the lawsuits were being filed, the Cog increased its number of trips from about 1,316 trips in 2013 to 1,445 trips in 2016, a 10 percent increase, according to data from the Cog's financial filings submitted to the Colorado Public Utilities Commission (PUC). During that same period, net income increased from $1.8 million to $3.5 million. For a 10-year period *(next page)*, the Cog reported net income totaling $22.8 million. Although balance sheets are required to be filed by tourist railroads, PUC spokesperson Terry Bote says via email, "Since the PUC has no safety or operational jurisdiction over the Manitou & Pikes Peak Railway, its annual report is for informational purposes only." Bote also says the Cog falls under the jurisdiction of the Federal Railroad Administration for inspection purposes. But that's not exactly the case. Though the FRA exercises jurisdiction over tourist trains, it doesn't oversee, monitor or inspect those that run over narrow-gauge tracks (less than 24 inches) and those that are insular, meaning trains that don't cross roadways or waterways or intersect with other public conveyances. Documents obtained by the *Indy* through FOIA show the federal agency considers the Cog an insular rail line.



However, FRA regulations do apply to safety standards for bridges crossed by trains, and the Cog traverses a 30-foot-long bridge on a remote portion of track that allows road access to a hydroelectric plant. When the bridge was inspected by the FRA in September 2013, a report noted a "Failure to adopt bridge management program." But the report recommended no violation and said the Cog's "written notification to FRA of remedial action is optional." Likewise, in October 2014, an FRA inspection resulted in no violations but made recommendations to improve the Cog's bridge program, including record-keeping. Those are the only two inspection reports provided by the agency in response to the *Indy's* records request. An email among FRA personnel dated Aug. 22, 2018, noted there have been no FRA inspections of the Cog for at least 10 years.

That said, the agency works with tourist trains to develop emergency preparedness plans in light of several high-profile crashes, such as those of the White Pass & Yukon and Arkansas & Missouri trains in 2014 that injured a combined total of 67 people, Michael Ramsey, FRA passenger rail safety specialist, wrote in an email to undisclosed recipients on Oct. 5, 2016, regarding the Cog. In addition, FRA officials' correspondence with one another states the agency can inspect and take emergency action if operations of an insular rail line "pose an imminent hazard of death or injury," though there was no such inspection of the Cog included in the documents provided to the *Indy*. Despite there being no routine inspection program, the FRA became involved when a former Cog employee, who's name was redacted from FRA documents, submitted a complaint to the FRA in 2016 saying the Cog's practice of locking passengers inside the trains posed a danger. "Conductors risk their safety several times a day by clinging to the outside of the cars in order to lock and unlock the doors whenever they re-enter or leave the train," the complaint said. "I was made to work under dangerous conditions (hanging on to the outside of the car like Spider- Man to close and lock the doors.)"

The complaint also claimed Department of Transportation rules forbid locking passengers into transit and school buses but that the complainant was unable to find any evidence the Cog is subject to the same rules. "It seems that no government entity has jurisdiction over safety on the Cog Railroad," the complaint said. "They can do whatever stupid thing they want. It does not make any sense. In fact it is totally insane." The complaint triggered internal discussion among FRA officials, with train safety official Daniel Knote calling locked doors "a serious safety issue." As Ramsey outlined in an email, "[person's name redacted] confirmed that it has been the [Cog] policy for the last 2 years to lock the doors. This was after 2 separate events with one resulting in a serious injury when a passenger opened a door and attempted to jump from the train as it was leaving the depot. This resulted in legal action. Evidently, it was determined that locking the doors was the best course of action to prevent this type of injury in the future." The FRA urged the Cog to change that practice, and on Oct. 18, 2016, the FRA's Ramsey advised colleagues via email the Cog would install "a temporary/visual barrier with a rope/chain and sign to notify passengers to not exit unless in emergency." Then, under normal use, Ramsey noted, the barrier would be removed and the unlocked door then opened by a crew member so that passengers could exit. Ramsey termed the proposal "a reasonable solution."' Another FRA official, Veronica Chittim, stated in a Dec. 7, 2016, email to other FRA personnel that while it was "encouraging" that the Cog had updated its poli-

cies regarding the doors, the FRA should bear in mind that it still had "emergency order authority" to inspect and address safety emergencies at the Cog "if those operations pose an imminent hazard of death or injury." But there have been no communications between the FRA and the Cog since then, according the records obtained through the FOIA request. Beyond the FRA's authority, the *Indy* could find no other agency that inspects or regulates the Cog. Pikes Peak Regional Building Department, for example, would regulate structures involved with the Cog, if they were to be remodeled or rebuilt, Building O cial Roger Lovell says via email.

Bill Thoennes, spokesperson for the Colorado Department of Labor's Office of Government, Policy and Public Relations, reports that the Colorado Passenger Tramway Safety Board has no jurisdiction over the Cog.

Cog officials didn't respond to repeated requests for comment about the suits, the deal with Manitou and the Cog's safety record. Mayor Jaray says the proposed deal, to be voted on by Council on Nov. 7 and 21, would require a $1.25 million payment from the Cog to cover lost revenue from the 5 percent excise tax on ticket sales while the train is shut down. The Cog also would give the city $500,000 toward improved parking. The new deal, revamped from the June 26 version OK'd by Council, would give the city $34 million to $68 million in excise tax payments over the next 50 years — more than the previous deal's sum of $29.7 million. Approval of the second pact would render the first one void. Still, that's a reduction in those taxes from where they are set now, saving the Cog what the city estimates is up to $9.5 million over five decades. The city also would give the Cog a pass on use tax for materials to rebuild the attraction. Pierson states in his letter that despite all that, the train wouldn't break even for at least 15 to 20 years, at which point another investment of roughly $30 million would be needed to replace three trains. So why would the Cog agree to pay Manitou more? "We kept at them," Jaray says, noting his 35 years spent as a trial lawyer. "I would say we wrangled that out, because the Cog was willing to come back to the table. I've never seen a company come back to the table after it did a deal because someone had second thoughts about it." But the deal isn't without detractors. Manitou residents John Shada and Brenda Gillen filed a lawsuit in August seeking permission to circulate a petition to force an election on the 50-year deal. The case is pending.

A group of citizens is also campaigning for "a fair deal." A full-page ad appeared in last week's *Pikes Peak Bulletin*. It was paid for, at full price, by the Committee for the Defense of Manitou. "Don't railroad Manitou. Let the voters decide," the ad says, stating that 50 years is too long and that "the Broadmoor... does not need our community resources to be successful." John Weiss, owner of the *Indy* and the *Bulletin*, was an early proponent of asking for a better deal for Manitou, including in editorials in the *Bulletin*. However, Weiss, the *Indy* and the *Bulletin* are not involved in the citizen lawsuit or in the campaigning citizens group. For Pierson, a partnership with Manitou is crucial to a decision to rebuild, which is pending. "Without confidence in our relationship and the financial incentives agreed to, however," his Oct. 19 letter says, "we will again have to assess the risk/rewards of such an exciting but risky project." *- Colorado Springs (CO) Independent - Wed, Oct 31, 2018*



New Mt. Washington State Park Director Patrick Hummel reviews the season at the Mt. Washington Commission meeting at Franconia State Park Headquarters (2018)
- Lewis Family Collection

November 2nd:

Mt. Washington Commission: From the Minutes: "Master Plan. Ownership history. MWC Attorney Brooks described his research at the Coös County Registry of Deeds that date back to the early 1800's. In response to Mr Wemyss and Mr Presby, Dir Bryce said that he and DNCR's attorney concur with Attorney Brooks' findings. The parties are free to do their own research of their rights. As recommended by Attorney Brooks, the parties need to meet to resolve the operational issues. Dir Bryce is hopeful that the parties could find reasonable solutions for a seamless visitor experience, such as with handicapped parking, and determine how to resolve the issues in which they don't agree. The parties will meet early next year in preparation of the 2019 season and report back to the MWC at the next meeting. A subcommittee of the MWC

may be convened to assist, if needed. Partner Reports. Cog Railway. Mr Presby said they plan to operate to Waumbek station up to Dec 2nd. They are up by 1- 2% over last year with a longer operating season. They are completing the assembly of a crane work car at their new maintenance facility that will be used for the rail replacement project.

Cog Clatter Observations: The *Cog Clatter* publisher attended the meeting at the headquarters conference room at the Franconia Notch State Park. His impressions of the meeting: ***Property Rights:*** "The Mt. Washington Commission has likely done all it can to resolve a property rights dispute at the Summit. Commission lawyer and assistant attorney general Robert Brooks explained that his opinion released publicly September 18th provided a Summit land ownership history over the years. Brooks says the question of easements at the heart of the dispute between the Cog Railway, and the Auto Road over parking and handicap access to the Sherman Adams Building does not fall within his jurisdiction. He told the panel that would have to be worked out amongst the parties - the Cog, the Auto Road and the current owner of the summit - the State of New Hampshire through its Parks Department. NH Parks Director Phil Bryce says he remains an optimist, and hopes to negotiate an operational plan for the 2019 summer season first. He's looking for an agreement that would allow the Auto Road to have van parking in agreed-upon areas while giving handicapped visitors a route to make their way to the Summit House. But Wayne Presby of the Cog suggested the disagreement over easement rights might be better settled first. Presby believes that easements first granted to the railroad in the 1894 Pingree Estate settlement remain in force. He says those easements were part and parcel of Col. Henry Teague's Mount Washington holdings that Dartmouth College inherited in 1952. Presby says the easements were sold by Dartmouth to Col. Arthur S. Teague, when Teague purchased the Cog in 1963. Presby believes those easements were not part of Dartmouth's sale of 59-acres of the old Colonel's summit property to the State in 1964. Lawyers for the NH Parks Department so far have concurred with Brooks' ownership analysis, but have not weighed in on the status of the easements. The Mt. Washington Auto Road and Observatory have disputed the Cog's view of those rights. While the railroad paid the Pingree Estate $56,000 in 1894 for the Summit, Presby has calculated that amount would be worth $1.6-million dollars in today's dollars and uses that amount when describing the value of what he's fighting about."

Summit Sewer Overload: "The NH Parks Department is aiming to finalize its recommendation for upgrades to the Summit sewage treatment plant in time to include money for whatever is chosen the capital construction budget to be acted on by the Legislature in 2019. Director Bryce told the commission new recreational economy research shows that today's outdoors tourist does not mind being in a crowd while visiting scenic sites. He says those findings are forcing those in charge of state parks, like himself, to rethink their views as they personally tend to favor a recreational experience where they are out in the wild alone. Bryce says the biggest concern for the 21st Century recreational tourist is an adequate number of clean bathrooms at their destination. Mt. Washington's overloaded sewage facility need to be upgraded, re-built or replaced. Consultants continue to evaluate which path would be best. The latest wrinkle in a suggestion from the Cog Railway's Wayne Presby to pipe the effluent down the mountain along the railroad's right of way is to not go all the way to a leach field at the Base Station, but build a leach field a mile down the mountain in the three feet of soil that has developed over the years at Skyline or go two miles down to a leach field that might be built at Waumbek. Presby says the shorter pipeline would bring the cost down. In the interim, Presby says he stands ready to build dedicated restroom rail cars that could be brought to the Summit daily for use by tourists and then brought down the mountain in the evening to be pumped out and readied for the next day. Presby says the Cog is already designing a rail car with a restroom. This design is most likely part of Presby's plan to park a pair of bar cars on the top of the mountain to serve drinks to tourists during the summer.



Mt. Washington Commission at Franconia State Park Hdqtrs (Nov 2018) - Lewis Family Collection

SQUIRRELS!! - Take 3: "Sharon Schilling, president of the Mt. Washington Observatory told the Commission that 2018 was the year of the flying squir-

rel at the Summit. A head count of the gliding rodent was about 600. Schilling said this was the first year the squirrels were seen in such numbers, and were found flying into, and clinging onto observatory windows as well as the top of the ladder to the observatory's tower. That particular "Rocky" deterred a visiting dignitary from climbing up to see the observation point for fear of having squirrels in her hair. Schilling says 2018's unusual weather at Mt. Washington likely contributed to the unusual number of squirrels as the milder temperatures and lower than normal wind speeds at high altitudes allowed the squirrels to glide higher and find more food than usual.

Union Leader - All "Lighthearted" on the Northern Front: *New Hampshire Union Leader* correspondent John Koziol saw the gathering this way: "Unlike some prior meetings, the Nov. 2 session of the Mount Washington Commission was decidedly civil and even featured several light moments. For more than a year, three organizations that are part of the commission – the Mount Washington Auto Road, the Mount Washington Observatory and the Cog railway – have often been at odds. Representatives of the Auto Road and the Observatory contend that the railway backed out of a revenue-sharing agreement. The Cog railway, meanwhile, maintains the Auto Road violated its right-of-way and placed Cog patrons at risk while also alleging the Observatory was violating an 1894 pact in which the Cog had the sole right to lodge visitors at the summit. The Auto Road and Observatory both said the allegations are without merit and that some rights Cog railway president Wayne Presby claims had already been eliminated or changed. The dispute led the commission in April to seek an opinion from K. Allen Brooks, a senior assistant attorney general in the New Hampshire Environmental Protection Bureau who also serves as counsel to the commission. The report, made public in September, concluded that both the state and Cog own property atop Mount Washington, but also that the Cog and Auto Road have easement rights. During last Friday's meeting, Brooks acknowledged that commission members probably have questions that were unanswered by his report. Additionally, Howie Wemyss, the general manager of the Auto Road, reminded members that a past motion regarding the ownership issue should be considered by the attorney of the NH Division of Parks and Recreation. Commission Chair Walter Graff, of the Appalachian Mountain Club, said it was his belief that the Auto Road and Cog could resolve their differences, possibly through mediation. Phil Bryce, the commission's division director and vice chair, suggested an interim step: work out the operational details for the 2019 season on Mount Washington to provide "a seamless experience for our visitors," then address additional concerns at a later date. Bryce rejected the idea of forming a study committee because the disagreement was limited to the Cog and Auto Road. Both the Cog and Auto Road reported having strong seasons, with the Cog seeing a 2 percent increase in visitors while the Auto Road was down about 2 percent. Meanwhile, the Observatory had 170,000 visitors come to its museum, President Sharon Schilling said, an increase from 2017's numbers but a drop from 2016.

On a lighter note, Schilling said there had also been an uptick in unwanted visitors at the Observatory: flying squirrels and mice. Schilling thinks the critters have proliferated due to milder temperatures and fairly low winds. She estimated that hundreds of squirrels have gotten snagged in the Observatory's windows, and one of the squirrels deterred Congresswoman Carol Shea-Porter from reaching the parapet during a visit earlier in the year." *- NH Union Leader - Tue, Nov 6, 2018*

State Parks Attorney Review: A week after the meeting and after Mid-Term Election results were in, Robert Blechl of the *Caledonian Record* reported on the next legal steps: "After a year of disagreement about who has which rights and easements atop the state-owned Mt. Washington summit, the issue is no closer to a resolution, but the parties involved are hoping to keep it from going to court, and reach an agreement before mountaintop operations resume in the spring. On Nov. 2, the Mt. Washington Commission (MWC), at their regularly scheduled quarterly meeting at the Franconia Notch State Park headquarters, agreed to give the question to a second attorney, Jill Perlow, who represents the New Hampshire state parks system.

In December 2017, MWC member Wayne Presby, who owns the Cog Railway, accused the Mt. Washington Auto Road of infringing on the Railway's rights and trespassing on its right-of-way by allowing its vans to cross the right-of-way, park near the Sherman Adams visitor's center, and interfere with his customers getting on trains. Presby has cited an 1894 agreement that he argues limits the rights of the Auto Road and the nonprofit Mt. Washington Observatory, which also operates at the summit. Representatives for the Auto Road and Observatory disagree, and Auto Road general manager Howie Wemyss previously called Presby's assertions baseless.



Ryan Presby (L), Wayne Presby (C) of the Cog Railway and Commission chair Walter Graff of the AMC listen to presentation (2018)
- Lewis Family Collection

"I'm still confused regarding the easements," Presby said last week. "There are different types of easements there." In April, Senior Assistant N.H. Attorney General Allen Brooks was tasked with investing the issue. By July, Brooks had completed an ownership history of the summit and a legal opinion regarding the parties' extent of rights and easements. Following that opinion, Presby said there are two types of easements - easements appurtenant and easements in gross, the latter a legal right to use the land of another for as long as the owner has the land or the easement holder holds the easement. Presby believes the Cog's easements are in gross, but said said Brooks' opinion does not answer the question. "I'm not comfortable with the fact that's been thoroughly researched enough," said Presby. "I think there's more work to be done to clarify that."

Wemyss, who also serves on the MWC, agreed with Presby. "We're not at an end point or anywhere near it," said Wemyss. Because the state owns the summit - becoming owner in 1964 of the 60-acre Mt. Washington State Park - Wemyss said the attorney for the N.H. parks system should form a basis of opinion on the extent of rights and easements. Phil Bryce, director of the N.H. Division of Parks and Recreation, said his focus in speaking with Perlow was to address the parking issue on the summit and which actions can occur with respect to the rights held by the parties.

In his 14-page opinion publicly released in September, Brooks said the parties can operate with reasonable actions on the summit, but on Friday acknowledged the term reasonable actions is a "gray area." He said Perlow and Presby's attorney, Earl Duval, are both capable lawyers who can discuss the question and reach an agreement. "I think people want finality," said Brooks.

The state's jurisdiction is the handicapped parking at the summit, said Bryce. Both the Cog and Auto Road have rights and the parties can't interfere with those rights, and where the Auto Road's vehicles can travel and what the turning radius is are decisions of the state, he said. "We're off season, and before next season, I'm hoping we can resolve that issue, "said Bryce. With it resolved, Bryce said the commission can then move forward with the master plan process for the Mt. Washington summit. He said his approach is let Perlow complete an assessment of the state's ability to control the summit. "My sense is this can be worked out," said MWC Chairman Walter Graff. "Although the commission can help, it sounds like it's a state issue. Both Howie and Wayne would like some resolution from the state so we can all move forward."

Presby said his concern goes to the easements and what was agreed to in 1894. That year, the Railway paid $56,000 for the rights that year, or $1.5 million in today's dollars, he said. "The real question goes to whether those easements are in effect, what type they are, and who owns them," said Presby. He said the Railway and the state have rights and he is concerned actions at the summit are violating his rights. Bryce said, "I am concerned by operational issues regardless of the deeds. My take is to see if we can sit down and work out the operational issues before next season." Presby said his only operational concern is where the handicapped parking is located and said that currently no one can access it without cutting across the Cog's right-of-way. Presby has previously argued the Cog has obtained rights to pieces of mountaintop land and has the exclusive right to provide food and lodging to summit guests, another charge that the Auto Road and Observatory reject.

- Caledonian Record - Fri, Nov 9, 2018 pg. 1 & 6

November 6th

State: Cog Incident Not Serious: "An Oct. 12 incident involving the world's first mountain-climbing cog railway was not as serious as a Florida passenger believed, according to the state's Rail Safety Inspector and Investigator. The Cog turns 150 years old in 2019 and John Robinson, who is also a rail safety investigator with the New Hampshire Department of Transportation Bureau of Rail & Transit, summed up in an Oct. 25 e-mail that what happened wasn't "entirely unusual over the Cog's long history.…" He added, "in my estimation and

based on my expertise and review of the details of the reported incident, the crew of the Mount Washington Cog Railway acted appropriately given the circumstances."

Robinson's e-mail was a response to Richard Zarda, of Winter Springs, Fla., who, along with three members of his family, was aboard a descending Cog train at around 4 p.m. Columbus Day Sunday when something happened that stopped its descent a short distance from the summit and took about a half-hour to correct. Identifying himself as a retired aerospace engineer who most recently worked at Lockheed Martin, Zarda, in e-mails to several news outlets, regulatory agencies and Robinson, said what happened on Oct. 12 was both serious and dangerous and represented a situation that should be investigated fully before the Cog resumed operation. In fact, Cog owner Wayne Presby told the Mount Washington Commission last week that the railway anticipates running at least halfway up the mountain into December. Previously he replied to an e-mail from Zarda, stressing that at no point was the locomotive and coach that Zarda was riding in out of the cograck, which is centered between the two rails.

Robinson, who has been the inspector of the Cog since assuming his current position with the NHDOT in 2000, pointed out that, "Many of the operational characteristics and engineering principals of a standard railroad, operating on the general railroad system of transportation, do not apply to this unique transportation mode and as such," the federal railway administration does not exercise regulatory jurisdiction there. The Cog's design, he said, "depends on maintaining constant engagement of the cog gear in the rack, or chain track as you referred to it. The coaches have two cog gears (1 on each axle) and the locomotives have four. Even a single axle 'de-rackment' would not result in equipment losing control." He added that a single outside wheel losing contact with its normal running position atop the rails, as had been reported to him after the Oct. 12 incident, "is not the catastrophic occurrence the term 'derailment' evokes and while not a regular event, this is not entirely unheard of in the Cog's 149 years of operation." The railway's crew is "well trained to remedy this situation in short order and always does so with safety being at the forefront of their decision-making," which is why, Robinson wrote, that the crew did not evacuate the train, but instead, as Presby said, re-railed the train in place.

The decision not to evacuate was appropriate, Robinson said, explaining that evacuation "is only reserved for circumstances in which the coach (and its passengers) are in peril as having patrons (some who may have mobility limitations) negotiate the descent from the vestibule down onto the trestle top track structure is in itself a hazardous situation; and in this instance, with both the cog gears and hand brakes engaged, there was no reason to consider evacuating the coach."

Zarda, who said he conducted failure investigations of aerospace structure for 38 years, conceded that while "I do not design trains or associated railways, I do understand structures and their design of the loads they must sustain. And I understand the basic design of the COG structure." Presby in his e-mail to Zarda explained that "coach wheels are unlike regular traction railways. They provide no tractive effort and merely support the weight of the coach and provide guidance for the cog wheels. As such they are not physically locked into a position but float upon their axles." Over the years, it is has "not been uncommon for a wheel to come off the track, however, the consequences of this and the effort required to remedy the situation is drastically different from that of a normal railroad, which has wheel loads significantly higher than ours and which are traveling at a much higher rate of speed," said Presby.

On Oct. 12, the train carrying Zarda was halted by the engineer in "less than 24 feet" and all safety brakes were engaged "on both the coach and the locomotive to prevent either unit from moving any further," Presby said. He added that the re-railing process requires a hydraulic jack, which is standard equipment on many trains, and that it can take as little as ten minutes. "In your case it took 30 minutes because railroad personnel did a thorough inspection of the track before proceeding," said Presby. "The coach which you were on has been thoroughly inspected and it has been determined that an additional spacer should be added to the wheel which slipped from the rail. This repair has been made." Presby called Zarda "unfamiliar" with how a cog railway works and expressed disappointment that as an engineer, he made comments without a sound factual basis. "Aeronautical engineering is not sufficient grounds for the comments and assertions you have made regarding cog railways for which you have no experience," said Presby.

- New Hampshire Union Leader - Tue, Nov 6, 2018



Presby Construction flatbed carrying the M-3 Abenaki diesel locomotive is ready to leave (above) for winter maintenance in Berlin at the Presby Steel plant. There (right) it joined what appeared the steel skeleton of a new railcar (below) under construction (19 Nov 2018)
- Steve Comeau photos / MWCR: We Worked There FB page

November 19th

Abenaki M-3 To Berlin: Cogger Steve Comeau documents the move *(left & below)* of the third cog diesel to be built from the Base Station to the new workshop at the old Isaacson Steel Fabrication Plant in Berlin. There it joins *(bottom of page)* the frame for the new enclosed work car designed to allow winter installation of 100-pound rail on the line. While the pictures appeared on the *Mount Washington Cog Railway: We Worked There* Facebook page, they came with no details.

Late November

Monetizing Winter: "The best way to experience Mount Washington in the winter is to start your journey from the base station of the Mount Washington Cog Railway! Starting in the Winter of 2018, on holidays and weekends, Marshfield Base Station will remain open for food and drinks (including alcohol) and select apparel and other items for sale to ensure the best winter experience you can have on Mount Washington! The building will be open on weekends and holidays throughout the winter season. So take a exhilarating ski run down Mount Washington and finish it off with a warm hot chocolate or a nice alcoholic beverage from *Peppersass* Kitchen! Access to Marshfield Base Station is free to visitors, however there is a paid permit required to use the land for activities such as hiking, skiing, snowboarding and snowshoeing. These can be purchased at the Guard Station located at the entrance to the Mount Washington Cog Railway or at select retail locations. Please read the Policies & Procedures below before purchasing Land Use Permits. Tickets can be purchased on site at the Guard Station located at the parking entrance of the Cog Railway, or at the Ticket Office or Gift Shop.





Online pre-sales will be available shortly to expedite your adventure! Winter Land Use Permit: $10 Per Person a Day (Allows use of Mount Washington Cog Railway lands for winter activities) Winter Land Use Season Pass: $100 Year (Allows unlimited use of Mount Washington Cog Railway lands for winter activities for one year)

Land Use Policies & Procedures: The Mount Washington Cog Railway owns 39 acres of land at the base of the Western slope of Mt.

Washington and a 99 foot wide parcel of land from the base to the summit of Mt. Washington. Although there are several hiking trails that start at the base of the cog railway and that traverse the railway property in a number of locations on and around the summit of Mt. Washington, New Hampshire State Law prohibits the creation of prescriptive easements across railroad property no matter how long such usage has been in existence.

In addition to the use of the property to facilitate the operation of the cog railway, the property owned by the Cog Railway on Mt. Washington is used by commercial and non-profit entities for recreational and educational purposes for which fees are charged and by members of the public for recreational activities. The primary activities occurring on the property are hiking, snowshoeing, back country skiing, mountaineering and other forms of primitive outdoor recreation as well as research and search and rescue operations.

To preserve, enhance and maintain the railway's property for primitive recreational uses, the Railway has adopted certain land use goals, guidelines and fees for those persons or entities who wish to use the railway property and have not purchased a ticket to ride on the railway. The purchase of a ticket on the cog railway includes the price of a land use permit.

Goal: To preserve, promote, maintain, improve and protect the property for primitive recreational purposes, secure a revenue stream to improve and maintain the property to facilitate its use for recreational purposes and to defray the costs of keeping the Marshfield Station facilities and parking open for the use of recreational users during the winter season and summer seasons.

All users of the property shall be required to purchase land use permits. Permits are available for the day or can be purchased to cover a year period. A day pass is $10. A season pass is $100. These passes can be purchased at the Marshfield Base Station, access control points, or at sales kiosks located at various spots on the property. Use of the Cog Railway's property without a land use permit is not permitted and violators will be asked to leave the premises and may be prosecuted for trespassing.

Users of the Cog Railway's Property acknowledge that use of its property carries certain inherent risks in that the property is traversed by an operating railroad and the facilities associated with it. Therefore users of the property must be vigilant in avoiding unmarked obstructions, including parts of the track and trestle used by the railway. Users of the Railway's property for recreational purposes by buying a property use permit agree that they shall hold the railway harmless for any and all injuries they may sustain as a result of any activities they may engage in while on railway property. The railway agrees that it will aid search and rescue operations in the event rescues are required as a result of injuries or unforeseen circumstances although there may be additional charges imposed for such search and rescue operations by the railway.

All users of the property are required to remove all refuse or trash which may be generated or result from their use of the property. Hikers, climbers, back country skiers and others using the property shall strive to hike, snow shoe or skinny up the sides of all open areas in an effort to maintain snow coverage and quality. Back country skiers shall maintain a safe distance from the tracks when skiing down the trails next to the tracks and shall at no time attempt to ski across or over the tracks regardless of the apparent snow coverage.

Commercial Use Policies: Any person or entity operating a commercial or non-profit entity for which fees are charged for any services are required to secure a commercial property use permit. Applications shall be submitted to the Cog Railway before any use of its property and said entity must receive a properly signed and executed commercial use authorization form. These forms may be obtained at access points or the Marshfield Station. Use of the property without prior authorization is not permitted. Violators of this policy will be asked to immediately vacate the premises and may be prosecuted for trespassing.

November 20th

Meanwhile In Colorado: *Colorado Springs Business Journal* reporter Jeanne Davant covers a city council meeting: "After making a few last-minute tweaks, Manitou Springs City Council approved a new tax incentive agreement with the owners of the Pikes Peak cog railway. But that does not mean the process is finished. The cog's owners, The Oklahoma Publishing Co., must now decide whether to spend nearly $100 million to rebuild, renovate and upgrade the railway, which has been closed since fall 2017. And under the terms of the new agreement, both parties must sign it by Nov. 30.



Passengers of the No. 10 pose atop Pikes Peak (Aug 1912)
- Pioneers Museum Collection

The agreement replaces one that the council approved June 26. That agreement was first publicly proposed two weeks earlier, drawing criticism from citizens that the process was rushed and lacked public input. Citizens also objected to the 50-year term of the agreement and said it placed too great a burden on Manitou Springs' taxpayers. Since then, negotiations have continued between the cog's owners, who also own The Broadmoor hotel, and Manitou's team.

Under the original agreement, the city would have rebated a portion of the city's 5 percent excise tax on ticket sales and all of the 3.8 percent use tax on the improvements. The cog offered to pay Manitou Springs $500,000 this year and a similar amount in 2019 to compensate for loss of revenue during construction. But the railway would have reaped all the benefits of potentially higher revenue from increasing ticket prices and/or higher ridership. Manitou's merchants were not happy with the fact that the cog's effective tax rate would have been 2.5 percent over the 50-year term of the agreement.

The new agreement retains a cap on excise tax payments during the first 25 years of the agreement. After that, the cog would pay at least 3.8 percent on ticket sales and would remit the full 5 percent excise tax in any year in which ticket sales exceeded 375,000 — provisions intended to offset the effects of inflation and ridership growth. The cog also agreed to pay an additional $250,000 to the city in 2020, since the owners estimate the railway wouldn't be able to reopen until spring 2021. But the city's negotiators were not successful in winning a $10 million limit on total rebates or a reduction of the 50-year term. Mayor Ken Jaray said Tuesday *(11/20)* that the cog's owners repeatedly refused to consider those provisions.

A July 18 community meeting, hosted by *The Pikes Peak Bulletin*, the *Business Journal*'s sister publication, drew more than 150 people and launched a petition drive for a referendum on the issue. Manitou's city clerk rejected the petition on grounds that the city charter does not permit referenda on contractual agreements. That decision led to a lawsuit filed by two Manitou residents in the 4th Judicial District Court that seeks to reverse the clerk's ruling. The case is still pending.



Pikes Peak steam loco on display
- Pioneers Museum Collection

Manitou business owners have said they have already felt the loss of the cog. A report to the city by Summit Economics stated that, while the 50-year term is unusual, the city stands to lose an estimated $2.9 million in annual retail sales and could see a decrease in tourism if the 127-year-old railway does not reopen.

Opponents of the agreement reiterated their concerns at Tuesday's council meeting. "I would like to see this go to a public vote," former Mayor Marcy Mor-

rison told the council. Resident Dale Latty urged councilors to try again to obtain a $10 million cap on the excise tax rebates. "If the cog would agree, then you have ... real partners," Latty said. "If not, then you never really had a partner."

Several business owners and cog employees asked council to support the agreement. "Jobs are on the line," said Douglass Edmundson, a fourth-generation Manitouan and proprietor of Keithley Pines Historic Cabins. "I remember Manitou when there was practically nothing here. I don't want to go back to those days." "It's very important to consider the good relationship Manitou has had with the cog," said Lance Wheatley, shop foreman at the railway. "I hope that with your decision, we can continue with that."

Council approved the latest version of the agreement by a 5-2 vote, with Councilors Bob Todd and Becky Elder in opposition. In separate votes, councilors rejected motions by Todd to add a $10 million rebate cap and to allow citizens to vote on the agreement. "This has been interesting, challenging and a good process," Jaray said. "Some of the terms of the agreement I would have liked to have changed. ... That's the nature of negotiations — you don't always get what you want." Jaray added, "This is the best agreement we can get with the cog." Disclosure: The *Business Journal's* owner, John Weiss, has been active in opposing the agreement."

- Colorado Springs Business Journal (csbj.com) - Wed, Nov 21, 2018



November 23rd

Cog Wonderland: "The Mount Washington Cog Railway is getting into the holiday spirit by offering visits from Santa, hot mulled cider and doughnuts. For the next two weekends, visitors taking the train up Mount Washington can check out the fresh white stuff as they make their way to Waumbek Wonderland. At the halfway point of the hour-long trip, passengers can get off to take photos of the snow-capped peaks and spend some time around an outdoor fireplace before heading back down to Marshfield Base Station. Once back at Marshfield, Santa will also be offering gifts to children and families visiting the great room can enjoy a reading of The Little Engine That Could and ornament making."



- Associated Press via Concord (NH) Monitor - Fri, Nov 23, 2018

November 29th

Colorado Cog Construction Decision: A popular Colorado Springs tourist attraction that takes riders up to the summit of Pikes Peak will reopen again after its fate was in question. The *Gazette* reports the Pikes Peak Cog Railway is slated to reopen in May 2021 following a nearly $100 million reconstruction next year. Broadmoor hotel President and CEO Jack Damioli said in March that the railway would not open this year and could remain closed permanently, noting it had "run its useful life." Oklahoma Publishing President and CEO Gary Pierson says the railway reconstruction will include the demolition and rebuilding of the track and a remodeling of the depot in Manitou Springs. The railway plans to decommission four of eight train cars and refurbish the other four. Oklahoma Publishing is the railway's parent company, and owner of the *Colorado Springs Gazette*.

- Colorado Springs Gazette via AP - Fri, Nov 30, 2018

November 30th

Climbers React to Winter Land Use Fee: The Cog's new permit prompts reaction on the View From The Top website - ***jniehof:*** "The Cog is now selling a $10/day pass for any use of the railway property..." ***peakbagger:*** "The current owner of the cog has decided not to play well with others on the mountain and has decided that since the hiking public seems to be against his proposed hotel and other potential expansion plans that he might as well try to make a buck off those folks too lazy or uneducated to use the alternatives to putting money in his pocket. The cog is going to attempt to have crews replacing rails on the mountain this winter and expect he really doesn't want spectators. The only potentially impacted trail on the summit is the West Side trail



ReRail Work Car: *James Strickland, James and Tom Esterbrooks work in the new Berlin, N.H. facility on the new Mt. Washington Cog car designed to allow rail to be replaced in winter. Wayne W. Presby: "12 feet wide, 55'7" Long, all new hydraulic powered Stanley track tools, Pahlfinger knuckle boom crane, heat, lights, completely enclosed with sliding side curtain walls, but floor open for 33' to enable access to track from inside the car. Will enable work on track to occur 24/7/365. Allows track crew to remove and replace every thing from stringers to racks from inside the car. Should be on line by January 15th at which time track crews will begin working 7 days a week 10 hour shifts laying new rail (Nov 29, 2018)*
- Mark Sodergren Collection

unless he elects to continue his disputed claim that his company and only his company has rights to the summit. I guess if he really wants to push it he could set up a turnstile and charge visitors to stand in line to have their picture taken at the summit sign. I expect if he did so, he would open a can of worms that he will regret." ***ChrisB:*** "The intent of the Cog is pretty clear. And it does not seem to be an attempt to charge for upper mountain track crossings. The Cog of late has become an alternate route to Ammo and Jewell, and since it is private land I suppose there are liability issues. Requiring a permit to use this land is not that radical a move IMHO. But rather a recognition that the expanded path is a popular venue for climbing the Hill. And I'd rather pay ten bucks than have him be a pain-in-the-a** about access. If Marshfield Base provides 'food and drinks (including alcohol) and select apparel' let's just call it Pinkham West." ***Raven:*** "Gee, let me see how fast I can get my wallet. If the goal in the past year has been to piss off nearly the entire mountain community, then well done. I won't be paying anyone to cross hiking trails in the Whites." ***CaptCaper:*** "Why should they give there service away for free? I wouldn't .. They plow it. Insurance and monitor it for many reasons.. No wonder why locals don't like hikers and say they want everything free. They come up with a tank of cheap gas from Ma.. etc ..bring lunch.. hike free.. rescue free.. don't pay taxes with AMC then go home. People have always tried to pit the Cog against hikers. Don't believe it. Go talk to them and you'll find out different. Great folks actually. They have run up and rescued many hikers over the years. Now you want to use Cog's property and service's free. This isn't Woodstock." ***TJsName:*** "I always gas up in NH because it's cheaper. Where is this cheap MA gas you speak of?" ***peakbagger:*** "There are the folks who work for the Cog and the owner of the Cog, Wayne Presby. Some of the employees are relatives of the Cog owner and Wayne's publicly stated ambitions is to grow the Cog business into a much larger operation. No doubt his employees are going to support Wayne's efforts or they probably will not be employees for long if they didn't. There allegedly some proof that at least one of his employees under his direction set up a fake account opposing some FS permit action for the AMC. There was an attempt at one point to open the cog for winter use when Wayne was partner of the Cog, the Mt Washington Hotel and Bretton Woods. He was stymied as the State DOT resisted opening the base station road for the Cog's use. They attempted to use snowcats from the ski area but a warm winter and economics doomed it. At



Cold Spring Hill (2017)
- Tim Peck photo / goeast.ems.com



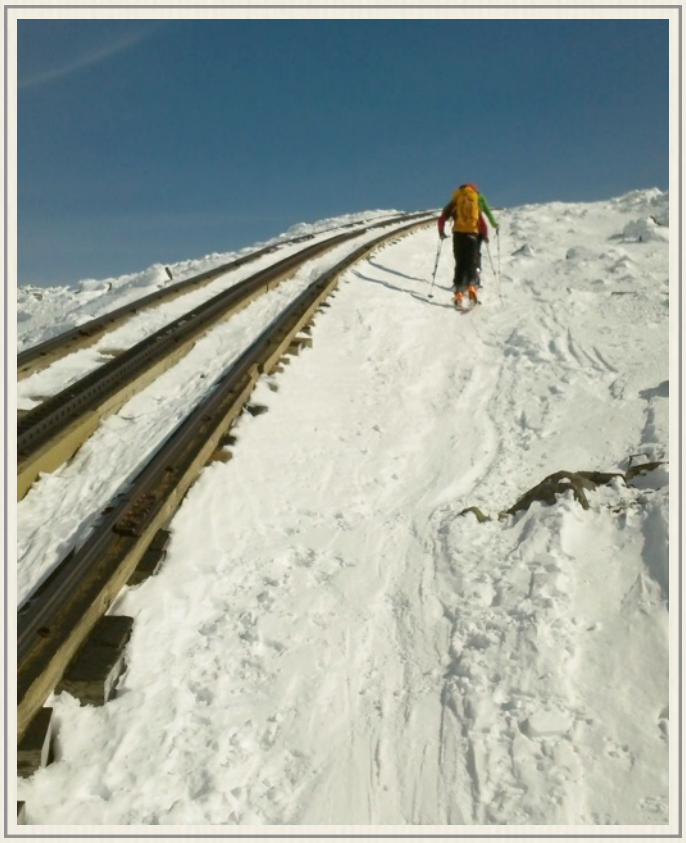
North of Jacobs Ladder (2017)
- Tim Peck photo / goeast.ems.com

some point he convinced politicians to overrule the DOT and the road got plowed. I have been unable to determine what entity initially plowed the road. My guess is DOT now plows the road and the Cog plows the lot but haven't wasted the time to ask DOT.

"The Cog has stated that they plan to run snow trains and offer skiing options on the right of way. Despite The Cog's contention that they own many exclusive rights to the mountain, the recent attorney general synopsis of the entire Mt Washington chain of title indicates that is suspect at best and therefore any claims tied to various past owners is possibly questionable. Nevertheless the cog has been asserting these supposed rights for many years and until proven otherwise in what I expect would be a long drawn out legal battle I expect that if they call the state police to have someone removed for trespassing, the state police are going to bust the violator if they persist and let the violator go to court and use the questionable title as a defense. Therefore for all intents the Cog has the rights to enforce their presumed rights until such time as they are proven to be invalid.

"If the cog opens for recreation and charges a fee, they need to have insurance, as the second they charge for services, the states recreational liability waiver regulations do not apply to them. The owners of Wildcat elected to start charging hikers and backcountry skiers a few years ago for access under the guise of insurance liability. I expect it was a control issue as much as cost of insurance issue but that's another debate. Insurance on this scale is not standardized, the insurer looks at its exposure and names a price. I expect that adding hikers into the mix just expands the risk and thus the cost. I have no issue with them charging hikers to access their property if skiers and other recreational users are paying for the privilege. Note they do graciously allow the public to go visit the base station for free and it is nice place to visit on a sunny winters day for someone who is not an outdoors enthusiast. There is a need for insurance for the general public as they may slip and fall on some ice but its a far lower exposure then a recreational user.

"There is a potential issue with respect to the cog supplying winter access to the mountain's snow fields and Tuckerman's. It was never fully resolved under the prior ownership. The real world is that few folks paying to ski the cog right of way are going to want to just stay in the right of way. The cog can just look away as folks just head off onto FS lands. No doubt there will be some illicit cutting of FS property to make access better and no doubt there will be plenty of folks who care less about the semantics and pay the fee to access the new backcountry runs. The FS may complain about this cutting but they don't have the time or the resources to actively enforce it. Heck maybe the Cog will elect to try to lease some adjacent FS land and build a ski area. I expect its a very poor possibility but there are several ski areas in the region that lease FS land so why not the Cog?



Above the Skyline (2017)
- Tim Peck photo / goeast.ems.com

"The Cog had its most successful year ever and expect the vast majority of its users don't even know or care about the controversies with the hiking public. Therefore until such time that there is blowback to the Cog that they are going to continue to expand. In the meantime those philosophically opposed have the FS lot and extra 1 mile of trail to use. Meanwhile the commercial



guide services and the vast majority of recreational hikers will be the sheep they are and gladly pay the fee."

Tom_Murphy: "Thank you all for the clarifications. After reading these posts and re-reading the COG's web page, this change to their business seems very appropriate. It is their right of way and their parking lot. I suspect if this change had been implemented before the hotel announcement our perception of it would be a bit different. Having the track as a handrail all the way up and down and being able to see the incoming weather to the West are nice advantages to this route and worth the $10. I assume there aren't any features compatible to Lion's Head crux or the waterfall crossing at the top of Ammo."

December 2nd

Site Plan Review Required?: Edith Tucker reports in *The Berlin Sun* on a challenge to the new permit - "The spokesman for Keep the Whites Wild is questioning whether the Mt. Washington Cog Railway needs to seek site plan review for its winter land use permit fee, among other changes it recently instituted. Chris Magness of Conway, of the non-profit group that launched a Protect Mount Washington campaign a year ago in response to the Cog's saying it might build a Skyline Lodge at 5,600 feet on the 99-foot-wide corridor it owns, emailed Coös County Planning Board Chair John Scarinza with his comments on the Cog's planned fee.

The Cog owns 39 acres of land plus the corridor from base to peak. And starting Saturday, the Mt. Washington Cog Railway will keep the Marshfield Base Station open for sales of food and hot and cold drinks on winter holidays and weekends. The Cog trains have stopped for the season. For most recreationalists, the most significant change is that a $10 per day/$100 per season winter land-use fee will be collected. The previously collected vehicle parking fee will be dropped. The land-use fee, Cog president Wayne Presby of Littleton said in a phone interview, is designed "to preserve, promote, maintain, improve and protect the property for primitive recreational purposes, secure a revenue stream to improve and maintain the property to facilitate its use for recreational purposes and defray the costs of keeping the Marshfield Station facilities and parking open during the winter and summer seasons." The Cog plows the Base Road from the Four Corners intersection to the parking lots.

If they don't have the permit, violators will be asked to leave and may be prosecuted for trespassing, Presby said, noting that many ski areas from Bretton Woods to Sugarloaf charge day-use fees. "We have property rights," he said, saying the Cog ran ski trains from 2004-07 up to the Waumbek Tank. Magness said last weekend that Keep The Whites Wild has not yet decided whether to formally register its concerns with the three

Coös County commissioners or planning board. The non-profit's lawyer, Jason Reimers of BCM Environmental & Land Law, PLLC, was on vacation and unavailable for comment.

Magness said there is concern among hikers, snowshoers, backcountry skiers and recreationalists, generally about this wording on the Cog website: "Although there are several hiking trails that start at the base of the Cog Railway and that traverse the Railway property in a number of locations on and around the summit of Mt. Washington, N.H. state law prohibits the creation of prescriptive easements across railroad property no matter how long such usage has been in existence." Scarinza declined to comment Sunday *(12/2)*, noting that with only a few days left in the deer hunting season, he had not had time to adequately study the email from Magness in which he quotes from the minutes of the planning board's April 18 meeting.

The minutes read: "Scarinza stated that it is important that if in the future there is a change of use of that (Cog) corridor for something other than maintenance of the tracks or conduit then it may need to come before the planning board for either site plan review or zoning permit. Attorney Reimers asked if charging money for the recreational use of (that) corridor would be a reason to come to the board. Scarinza stated that if the use of the corridor is for other than maintenance, then site plan review is required," the minutes continued. "Reimers stated that he believes that the railway is charging skiers to park and use the trail. (Planner-consultant) Tara Bamford stated that a site plan would not apply for the parking but if the use of the trail changes then it would require site plan review." Magness said the Cog's corridor has historically served as a White Mountains backcountry skiing destination and has become the de facto winter trailhead to the Ammonoosuc Ravine Trail. Charging for access is a significant change in use, he said.

Providing monetary support to Keep the Whites Wild is the non-profit Waterman Fund of East Corinth, Vt., which was established to foster the spirit of wildness and conserve the alpine areas of northeastern North America. In its November newsletter, outgoing Waterman Fund President Kim Votta wrote: "Mount Washing-



New 100-pound rail versus the old Cog rail - "a pretty striking picture of the new rail the Cog is going to lay versus the old!" (2018)
- Thomas Lane photo



Holiday Moonrise: *"It's that time of year again! Shortly the moon will be sitting on the center of the track with all its splendor.," writes Cogger Steven Comeau as he posts the December 20 moon rising over Mt. Washington to Facebook along with the December 23rd shot of the Deuce and the Nine in the shop. (2018)*
- Photos by Steven Comeau

ton's alpine tundra is essential to the mountain's ecological and cultural value and is not the place for a hotel. While the Skyline Lodge … has not moved forward yet, (Keep The Whites Wild) remains vigilant, as do we at the Fund."

- The Berlin (NH) Sun - Sun, Dec 2, 2018

December 26th

The Kilburn Collection: "The (Littleton) library's collection of paintings is known as the Kilburn Collection," explains librarian Angie Marchetty. "It was bequeathed in 1917, after the death of Daniel Remich, who was Benjamin Kilburn's son in law." Kilburn himself was a Littleton local, world-famous photographer, and producer of stereographic view plates, an early form of VR technology. The library also houses a large collection of Kilburn's view plates, which thought to be one of the largest known. Two of the most accomplished artists, Edward Hill and William Halsell, had studios in Littleton. Early in their careers, Kilburn became their patron, and supported their careers. Much of their work still hangs in the Public Library. Despite local legend claiming millions of dollars, the library's art collection is currently reckoned at a total worth of about $500,000. One of the most beloved and significant paintings is of the Old Man of the Mountains, titled "Enthroned Above the Clouds," by Edward Hill. Some of the most famous paintings from the "White Mountains" school of art were done from stereographic originals, such as Halsell's "Summit of Mount Washington in Winter." *(next page)* The frigid scene depicts a snowbound cabin at the peak, buried in the deep, frozen drifts for which the mountain is famous. Today, a weather station overlooks the site, and regularly records record-setting, blood-chilling conditions through all but the warmest months of the year. Members of the "Hudson River" school, a related movement, came to the White Mountains for its rugged beauty and imposing landscapes. During the same period, the tourist industry was booming, and many of the grand hotels encouraged artists to set up studios, such as the Waumbek and the Profile House, at which Hill painted for fifteen years. Library Director Meagan Carr's favorites are the work of Ellen Farr, a New Hampshire native who lived in Littleton, married to Everet Farr, Civil War veteran and congressman. Her work in still lifes took her to Boston, California, and finally to Italy, where she died. According to yet another local legend (which seem to collect alongside the art), the sailors on her posthumous, return voyage were not thrilled to carry a dead body home with them, so an enterprising friend labeled her coffin as "sculpture". Unscathed, the artist returned home as art."

- Littleton Courier – Wed, Dec 26, 2018 pg. A2 w. pic



2019

January 11th

Jitney Years For Historical Society: "All are welcome to attend the Littleton Historical Museum's annual meeting on Friday, Jan. 11 at 6 p.m. This event will be followed by a program presented by professor Tim Lewis of Northern Vermont University – Lyndon. As the Mt. Washington Cog Railway celebrates its 150th anniversary, "Cog kid" and journalism professor Tim Lewis recalls its pre-centennial operation and the characters who ran the world's first mountain climbing railroad during the Jitney Years of 1950-1967. A "how to" and a "who's who" from the Teague era of steam train operations on the Northeast's highest peak, the illustrated talk will have an emphasis on Cog employees who came from the Littleton area. He will outline how Littleton was part of the railway's long history. Lewis is seeking help compiling the first comprehensive roster of those who worked at the Mountain and their stories as part of his year-long sabbatical from Northern Vermont University - Lyndon. He has spent some of his sabbatical at the Littleton Historical Museum conducting research on the project." *- Littleton Courier – Wed, Jan 2, 2019 pg. A9*



January 23rd

ReRail Car Update: Cogger Thomas Lane gives the *Mt. Washington Cog Railway: We Worked There* Facebook group a look *(left & next page)* at how the new work car was coming along in Berlin. "Progress on the new enclosed track maintenance car!" he wrote.

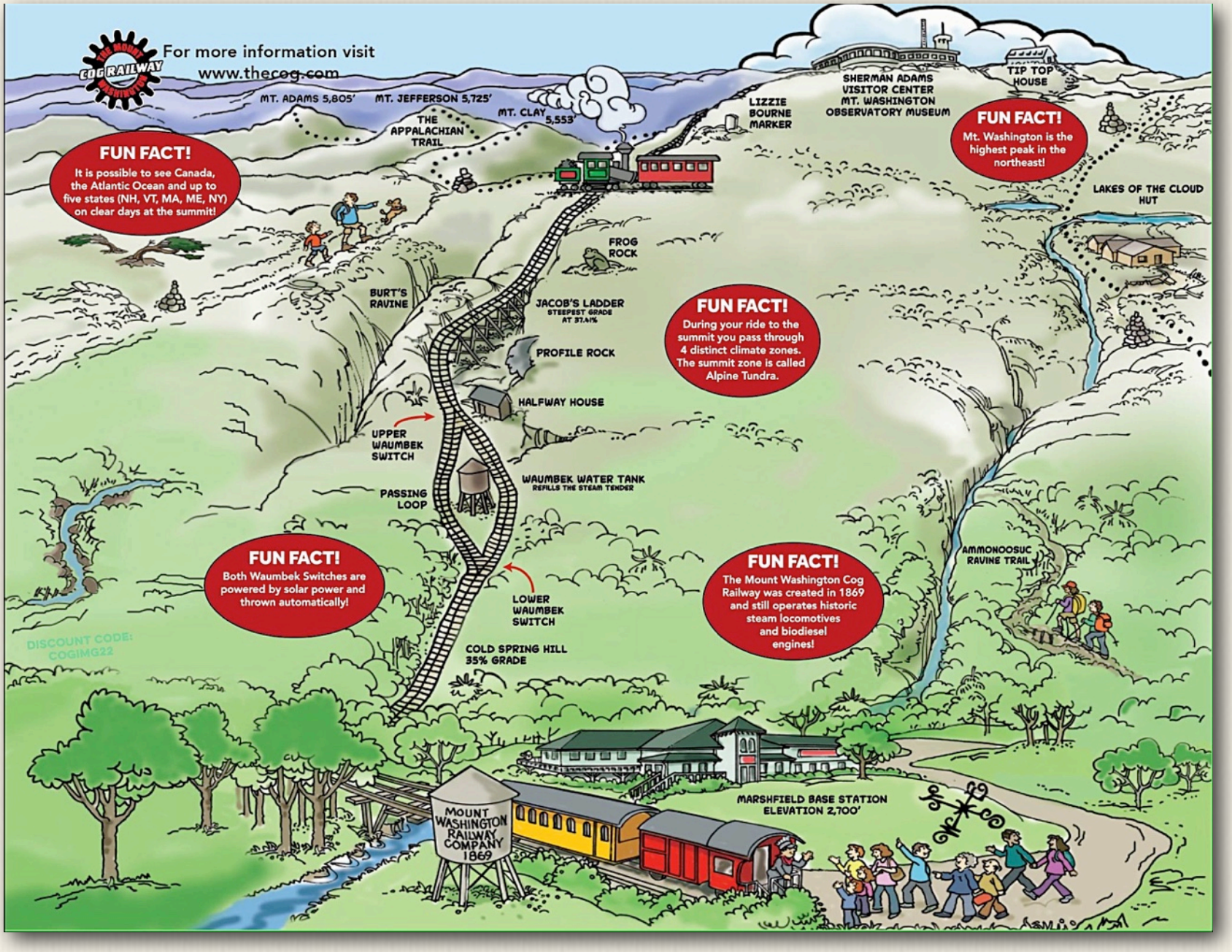
February 1st

Pikes Peak Rebuild Order: "The Broadmoor Pikes Peak Cog Railway has ordered three new engines, nine passenger cars and cog-rail and snow removal systems from a Switzerland-based manufacturer as part of the $100 million rebuild of the railway. Stadler Bussnang AG announced in January that it had received the order for the rack-and-pinion diesel locomotives, the rail cars that will be configured to carry 240-260 passengers, cog-rail and snow removal systems. Stadler spokeswoman Charlotte Thalhammer said the components would be manufactured at the company's plants in Switzerland, but a delivery schedule had not been set yet because the specifics of the order were still being



worked out. Gary Pierson, CEO of Oklahoma Publishing Co., parent company of The Broadmoor and cog railway, said demolition on the 9-mile railway will begin this spring, and Stadler will begin delivering rail late this year. Delivery of the snow removal equipment, locomotives and passenger rail cars will continue through early 2021, he said.

"Everything has been ordered for a complete replacement of the cog. These are the only people in the world who make this equipment since there are only 41 other cog railways worldwide," Pierson said Thursday *(1/31)*. With a tax deal worked out with the city of Manitou Springs, "the contract executed with Stadler, we are very happy to be now underway." The railway has been closed since 2017 while Oklahoma Publishing officials worked out the deal with the city of Manitou Springs to rebuild the tourist attraction. The railway is scheduled to reopen in May 2021, offering visitors a scenic trip from its depot in Manitou Springs to the new Summit House under construction atop Pikes Peak. "I'm delighted. This is a great step forward, and I am looking forward to (the project) getting started," Manitou Springs Mayor Ken Jaray said Thursday.



2019

Under the railway's 50-year agreement with Manitou Springs, the excise tax on ticket sales will be capped for the first 25 years, starting at $507,500 and increasing gradually to $775,000. During the final 25 years, the cog would not pay less than a 3.8 percent tax on ticket sales and would pay 5 percent if it attracted more than 375,000 riders in any year. The railway carried about 300,000 passengers in 2016 and more than 260,000 before it closed in November 2017. The cog's closure deprived the region of one of its top tourist draws and threatened a large stream of Manitou Springs' tax revenue. The summit can still be reached by hiking on Barr Trail or from the Crags in Teller County, driving up the Pikes Peak Highway or taking a bus or shuttle. Construction work on the new Summit House also has reduced parking and prompted the city of Colorado Springs, which owns the highway and Summit House, to shuttle most visitors to the summit in vans. Zalmon Simmons, inventor and founder of Simmons Beautyrest Mattress, completed the railway in 1890 after riding to the summit of Pikes Peak on a mule. He thought after the two-day trip that there should be a more comfortable and "civilized" way to make the trip and got the idea of a train from the owner of a hotel where he was staying. Broadmoor hotel owner Spencer Penrose bought the railway in 1925. The railway quickly became a staple for tourists visiting the Pikes Peak region and operated year-around from 2002 until it closed in 2017, when Broadmoor officials said the railway had "run its useful life" and needed to be replaced. At its peak times during the summer, the railway employed more than 100 people to carry 2,300 passengers a day. Oklahoma Publishing and Clarity Media, which owns *The Gazette*, are both subsidiaries of Denver-based Anschutz Corp."

- Colorado Springs Gazette - Fri, Feb 1, 2019



Rebecca Metcalf (2019) - Courtesy Photo

February 5th

New Travel Council Member: "The New Hampshire Travel Council, an independent organization that protects the interest of the travel and tourism industry, has welcomed three new board members: Rebecca Metcalf of the Mount Washington Cog Railway, Tracy Hutchins of the Hanover Area Chamber of Commerce and Joseph Walker III, owner of Joe Walker Consulting Services. Metcalf has 15 years of experience in New England's tourism industry. As current marketing director of the Mount Washington Cog Railway, in Rebecca works to bring tourism to the area through partnerships with other New Hampshire entities. She has worked on various projects such as the Cog Railway Museum, the Emmy award-winning film documentary, "Climbing To The Clouds" and helps organizes annual events such as the "Railway to The Moon" Steampunk Festival, an event voted 'Best of NH Fun and Adventure' by NH Magazine in 2017. Metcalf serves on many arts, tourism and marketing boards as well as volunteering for local organizations. Her goal is to work alongside other marketing professionals to maintain sustainable development of tourism in New Hampshire for future generations to enjoy. The N.H. Travel Council has been around for 45 years and annually hosts the Governor's Conference on Tourism. Founded in 1974, the New Hampshire Travel Council is an independent organization of tourism professionals — large and small business owners, nonprofits, lodging and destination marketing organizations — working towards a shared goal: to protect the interests of the travel and tourism industry. Members represent a unified voice for the industry — advocating for government policies and programs, educating and learning at industry events such as the Annual Governor's Conference on Tourism and communicating to raise awareness and appreciation for the second largest industry in New Hampshire: travel and tourism."

- The Conway Daily Sun - Feb 5, 2019



New work car loaded and ready to roll in Berlin Monday morning. The car would arrive at the Base shortly before 11am where it was railed and readied for assembly & outfitting. (Feb 11, 2019)

February 11th

ReRail Work Car Delivered: "Thanks to a heavy-lift crane and 68 bolts, the largest vehicle ever built by the Cog Railway in its 150-year history – more than 56 feet long and weighing 20,000 pounds — was placed on the track Monday *(2/11)* and prepared for imminent duty. Costing "a couple hundred" thousand dollars, the open-floored, retractable-sided, all-weather rail-

laying car will allow crews to work 24/7, regardless of the season or conditions outside, to re-rail the Cog from top to bottom as part of a $1 million upgrade, said Cog owner Wayne Presby. The car's body was built by Cog workers in the sprawling workshop at Presby Steel in Berlin, which before being bought by Wayne Presby's brother, David, had operated as Issacson Structural Steel. A flatbed tractor-trailer ferried the car the 42 miles from Berlin to the Cog's maintenance shed, which is about a half-mile below the base station. A crane from Cote Crane & Rigging of Auburn, Maine, was waiting at the maintenance shed. In relatively short order, the crane had picked up the car *(right)* and set it *(below)* onto its trucks (the railroad wheel assemblies). The crane operator then lifted roof segments, which also had been made in Berlin, onto it and Cog employees used the 68 bolts to secure the roof to the





car. The car measures 56 feet, 6 inches long, is about 16 feet tall and 9 feet, 8 inches wide. The Cog is known for designing and building its own passenger cars and biodiesel locomotives. It's the only railroad of its kind that builds its own equipment, and none has anything like the re-railing car, said Presby. It's by far the biggest piece of equipment the Cog has built, he said. Presby said Cote Crane & Rigging is "exceptional at what they do." Last spring, the company rebuilt the Cog's bridge over the Ammonoosuc River that had been "wiped out" by a storm on Oct. 29, 2017. The weather cooperated when the bridge was installed in March 2018 and again on Monday with the placement of the re-railing car, said Presby, pointing to the bright sunshine and calm winds. On Saturday, the Mount Washington Observatory recorded a top wind gust of 148 miles per hour, said Presby. He added that the last thing that anyone wanted on Monday – given that the space the crane had available to pick up, turn and place the re-railing car onto the track just outside the maintenance shed was at a premium – was wind. In addition to the re-railing project that Presby said could take from one to two years to finish, the Cog in 2019 is also putting a new biodiesel locomotive it built into service."

- New Hampshire Union Leader - Tue, Feb 11, 2019

February 25th

Pikes Peak Moving Too: "MANITOU SPRINGS • Truck driver Mike Ludlow says he doesn't usually go on "autopilot" when he's hauling, but Monday's job required a special focus. With a 40-ton rail car chained to his 18-wheel trailer, Ludlow rolled down the steep, winding Ruxton Avenue in Manitou Springs. The 78-passenger car, part of the Pikes Peak Cog Railway since the 1960s, is one of three being donated to Manitou Springs as the railroad prepares for a $100 million reconstruction. Two of the units were taken Monday *(2/25)* from the railroad's depot at the base of the mountain to an equipment yard in east Colorado Springs to be stored, and a third is to make the trip Tuesday. "The terrain here is real tight," said Ludlow, who works for Brighton-based S/D Enterprises, a specialist in hauling railroad equipment and other heavy loads. "Often we have a lot of room to do this," he said. "This isn't going to be that kind of deal." More than a dozen people gathered in a parking lot near the depot to watch as a crane, bearing nearly 155,000 pounds of counterweight, hoisted each of the more than 50-foot-long cars onto trailers. "That's one of the coolest things I've seen in a few years," said Police Chief Joe Ribeiro, who was there to help coordinate road closures. People peeked out of storefronts and stopped on the sidewalks on Ruxton and Manitou avenues as Ludlow made his way through the community and onto U.S. 24, with vehicle escorts in front and behind warning of an "OVERSIZED LOAD."

2019



The cog has been closed since 2017, when officials said it had "run its useful life" and needed to be replaced. It now is scheduled to reopen in May 2021 to again offer visitors a scenic trip from the depot to the summit of Pikes Peak. As part of the owners' tax incentive deal with Manitou to help finance the reconstruction, the city had first dibs on the retiring rail cars. City officials plan to display or use one or two of the units but haven't decided how or where, said interim City Administrator Leah Ash. Some ideas include converting a car into a cafe or railway museum, but no feasibility studies have been done, Ash said. Manitou has agreed to give a third car to a suburban Seattle developer working on a 10,000-seat outdoor stadium for downtown Colorado Springs' Switchbacks minor league soccer team. Weidner Apartment Homes will donate $10,000 to Manitou Springs for the car and use it in the design for the stadium. The car might become a luxury sky box or be part of a food service or ticketing area, said Laura Neumann, a strategic project lead for the developer. G.E. Johnson Construction Co., the general contractor for the stadium, agreed to store all three cars for free at its facility near Constitution Avenue and Marksheffel Road. But getting the cars there is costing Manitou Springs more than $10,000 in contract work from S/D Enterprises and Duffy Crane & Hauling.



The cars — Nos. 14, 16 and 17 — were among the first Swiss rail cars to be shipped to the U.S. Before their arrival, steam engines and General Electric locomotives dominated the nation's railways, according to the cog's management. George Miller, 80, watched the first rail car depart. He recalled seeing the same cars roll down Manitou Avenue on trailers when they arrived more than 50 years ago. "Saw em' come in. Need to see em' go away," said Miller, who lives in Manitou. Others used cameras, cellphones and tablets to capture photos and videos of the spectacle. "It's a gas, man," said Manitou resident Douglass Edmundson. "What a way to spend an afternoon. It's not every day that you get to see something like this." *- Colorado Springs Gazette - Mon, Feb 25, 2019*

2019 Mt. Washington Ticket Prices

Biodiesel

Adult Biodiesel (13-64)	$72
Senior Biodiesel (65+)	$68
Children (4-12)	$41

Children Age 3 and Younger Ride Free if Seated on Adults Lap.

Steam

Adult Steam (13-64)	$78
Senior Steam (65+)	$72
Children (4-12)	$41

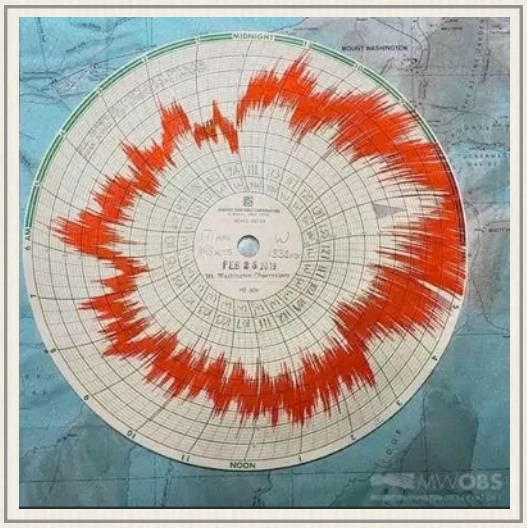
One Way

One Way Up or Down $51

One Way Down Tickets can only be purchased at the summit of Mount Washington at the Post Office in the Sherman Adams Building. Availability of One Way Down Tickets is not guaranteed, so please be prepared to hike back down. Advance Ticket Purchases STRONGLY Recommended! RATES MAY VARY DURING PEAK & HOLIDAY PERIODS!

February 24th

Old Tip-Top Lost Top: "The winds were so strong in Twin Mountain on Sunday *(2/24)* that the roof was blown off *(below)* of a Mount Washington Cog Railway display train's coach section. The area torn off is being covered with a tarp for the time being and will be repaired soon, officials said. It's the offseason for the Cog. Train service will resume in April. No one was inside the train or nearby when the roof flew off." The display train, which is made with parts from several retired steamers (including No. 8 *Tip Top*), is now named *Summit*. Meanwhile at the summit of Mount Washington, the wind gusted to 171 miles per hour - a new record. "The (very sturdy) wind gauge atop 6,288-foot Mount Washington Observatory in New Hampshire registered *(right)* an incredible 171 mph gust on Monday -- an all-time February record. The observatory says they had a 1 hour average of 138 mph. The "lull" of the day? 92 mph. The 171 mph gust ranks as the 8th-highest gust ever recorded on the mountain, and the strongest since a 172 mph gust was registered on Jan. 16, 1985, the observatory said. Of course, No. 1 on their all-time list was the 231 mph gust on April 12, 1934 that stood for decades as the strongest wind gust ever recorded on the planet. It has since been topped by Tropical Cyclone Olivia in 1996, which gave a gust measured at 253 mph to an automated station on Australia's Barrow Island. But Mt. Washington still claims the title of strongest gust measured where humans were present." Sher-





2019



Open air display in Twin (2019)
- John Govatski Collection

rel Stephenson: “Did anyone see the WMUR report about the wind blowing the roof off the passenger car that's on display with the old Cog locomotive in Twin Mtn. They said they’d get it fixed soon. I was just thinking about the winds on the mountain and what a rush that would be, to lose the roof off the car. WHOOSH....” Dave Moody: “That coach was "retired" as it didn't meet cog standards to carry passengers up the mountain.” Sherrel Stephenson: “Dave Moody I know. I was being a smart ass. LOL I'm sure every precaution is taken for working trains.” Linc Fulton: “That wind was pretty strong yesterday. At first, I didn't know what that was leaning up against the tree. Then realized it was the roof off the coach.”

- WMUR & KOMO / Mt. Washington Cog RY Facebook page

March/April



Northern New England Journey: Writers Diane Bair & Pamela Wright profile the Cog for Triple-A’s *Northern New England Journey* magazine: “Aboard the 1908 *Waumbek No. 9* steam locomotive, the whistle blows and we can feel the train shake and rattle. The engine rumbles and roars. Black billows spew from a smokestack, the air smells of burning coal. “This is our first trip on The Cog,” a young mother tells us sheepishly, as the train chugs up the rack-and-pinion rail. It’s an unnecessary apology for her three excited children. Stair-stepped in age, they’re wide-eyed and squirmy, rubbernecking for views Even though this is our third trip, we’re doing the same. A traditional train would never scale this pitch. Looking out the open window int the sheer drop of Burt’s Ravine, we remind ourselves that millions of passengers have made it up (and down) The Cog safely. “The mystique and magic of Mount Washington takes ahold of you,” says Bobby Trask, a trainmaster who’s been with The Cog for 46 years. “The railway adds another element to that, and the steam train takes it to another level with the same experience a visitor at the turn of the 20th century would have had. Very few experiences today can harken to that kind of history.” On the return trip, we drop into a bank of clouds, Mount Washington at our backs, and make the slow, steady descent to the base station.”

- AAA Northern New England Journey - March/April 2019

March 12th

Colorado Rail Museum Completes Set: “The new railcars at the Colorado Railroad Museum are just as exciting as a child would be when he or she gets the last railcar needed to complete a toy train set. Only, the railcars at the Colorado Railroad Museum are much larger. And they have special historical significance, spe-



cific to Colorado. "It's really important to preserve this equipment for future generations to see and experience," said Donald Tallman, executive director of the Colorado Railroad Museum. "They're important pieces of railroad history in Colorado." The Colorado Railroad Museum recently acquired a donation of three historic railcars from the Manitou & Pikes Peak Cog Railway. One is the No. 7, a 24-passenger self-propelled railcar built in Colorado in 1938. The second and third are a pair — Locomotive No. 9, built in 1946; and Coach #12, a 54-passenger car that was one of a series built in the 1930s through the 1950s. Coach #12 would have been paired with Locomotive No. 9 to be pushed on the cog railway. These two would have taken tourists up-and-down Pikes Peak in the 1950s. A cog railroad uses a gear, or cog wheel, that runs in the center of the tracks. Cog railways are significant because the train can climb 48 percent grade slopes, compared to standard railways where the trains can climb only four-to-six percent grades.



"With the recently acquired cars, the Colorado Railroad Museum now has a complete set of cog railway cars, Tallman said. The museum acquired Steam Engine No. 1 in 1979. Built in 1893, it was the first cog railroad steam engine. The recently-acquired No. 7 is the first self-propelled, gasoline-powered cog railway car. By the 1940s, these replaced all the steam engines. Lastly, with the No. 9 and Coach #12, the railroad museum has a complete 1950s cog railway train. The Manitou & Pikes Peak Cog Railway is one of "only a few cog railways in the world," Tallman said. "Manitou & Pikes Peak Cog Railway wanted to see them (the railcars) preserved and thought this museum would be the most appropriate place." Tallman got the call from the general manager of the Manitou & Pikes Peak Cog Railway in December. At that time, the general manager said the railway is undergoing redevelopment and needed to get rid of some old railcars, Tallman said. The railcars fit the museum's collection policy — a few of the stipulations being that the railcars operated in Colorado, and that they are historic and iconic.

"The museum's board approved the acquisition on Feb. 9. The railcars were then loaded on flatbed trucks and arrived in Golden Feb. 14-16. The three railcars are available for viewing now at the museum's Roundhouse, but will eventually be moved to their permanent location on the museum's grounds to a spot where they can be showcased in a way that highlights what they used to do — possibly on a track on the nearby hillside — said Jeff Taylor, the Colorado Railroad Museum's curator of rolling stock and equipment. "It's all part of the interpretive idea," Taylor said. "They help tell the evolution of railroad equipment." He added that he hopes visitors who see the railcars will either be able to re-live a memory of the Manitou & Pikes Peak Cog Railway or "get a unique understanding of what the railroad used to be."

- Wheat Ridge (CO) Transcript - Tue, Mar 12, 2019

March 13th

Long Trestle Ski Rescue: "The Fish & Game Conservation Offcers and a volunteer from Androscoggin Valley Search & Rescue (AVSAR) responded to a call from a distressed skier trapped on an icy slope in Burt Ra-

vine, on the western side of Mt. Washington Wednesday *(3/13)* night. Officials say that 20-year-old Sean Bagdon, of Colchester, Vt., had been skiing down Burt Ravine when he encountered icy conditions that caused him to become stranded. Fearing a fall further into the ravine, he asked his skiing companion to call 911 for help. Bagdon had no crampons, ice ax, or rope, which are necessary pieces of equipment when encountering icy conditions in the White Mountains. The initial 911 call was received at approximately 6:15 p.m. After it was determined that Bagdon was neither prepared nor able to get himself out of his predicament, a rescue response was initiated. Rescuers utilized a snowmobile to ride up along the Cog Railway as far as Jacob's ladder. From there they hiked up approximately 1/4 mile before encountering Bagdon's skiing companion, who had waited alongside the tracks to direct them to the stranded skier. After assessing the situation, one rescuer waited at the tracks, while the other was able to hike down to the skier. The rescuer was able to secure the Bagdon with a safety harness and rope and guide him up and out of the ravine, arriving back to the tracks at approximately 10:20 p.m. The rescuers and skiers arrived safely at the Cog parking lot at 11 p.m."

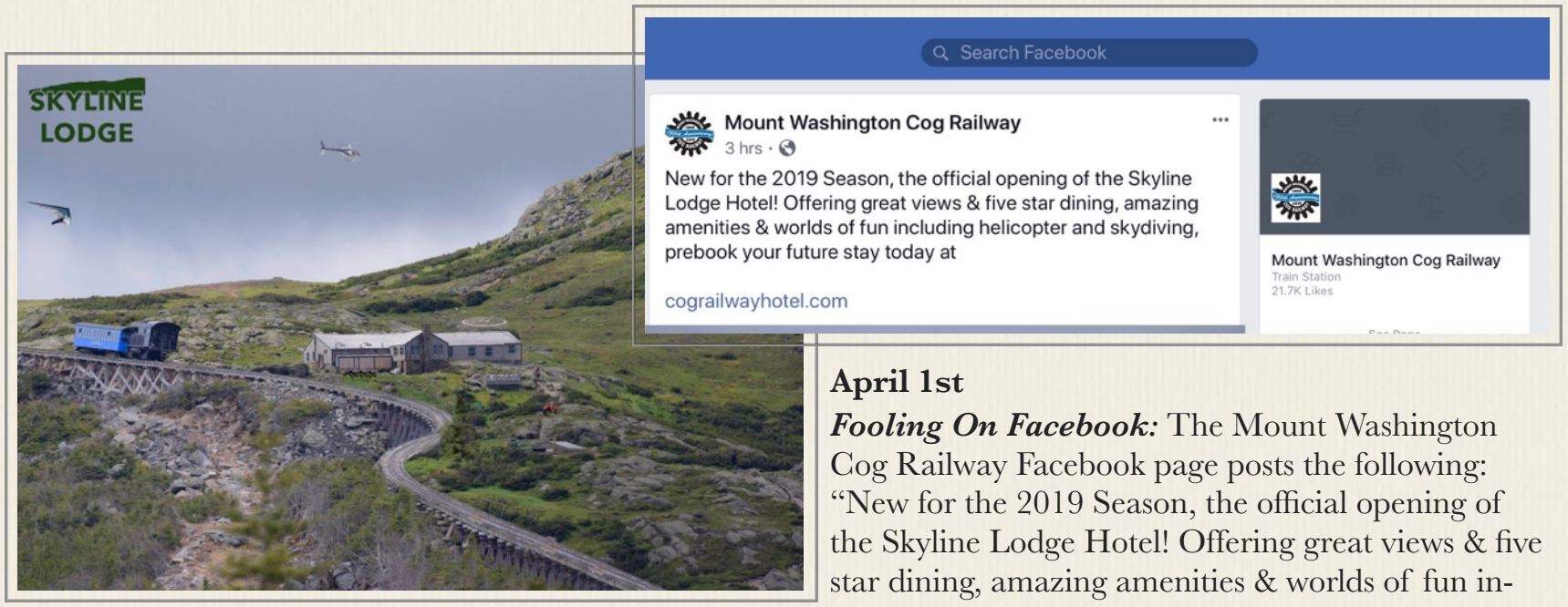
- Caledonian Record - Fri, Mar 15, 2019

March 20th

Cog Celebrates 150th: "Not only is the Mount Washington Cog Railway the first mountain-climbing rack-and-pinion railway in the world, it is also the second steepest, and now, as 2019 marks 150 years of nearly continuous operation, it is one of the oldest. The Cog kicked off its birthday season by taking *Peppersass*, the train that built the Mount Washington railway tracks, on tour through the Eastern Seaboard. The first leg of its journey took it to the Travel and Adventure show in Philadelphia, Pennsylvania earlier this month, followed by a brief appearance at the Steamtown Museum in Scranton, Pa. and finally, an appearance at the Washington, D.C. Travel and Adventure show, held during St. Patrick's Day weekend. *Peppersass* will soon return to its home at the Marshfield Station at the base of Mount Washington Cog Railway. Originally named Hero, this locomotive was later nicknamed *Old Peppersass* because its vertical boiler reminiscent of a peppersauce bottle. It is the was first and only engine of its kind and consists of a vertical wood boiler that ran at 45 horsepower at 50 pounds pressure while building rails between 1866 and 1869. *Peppersass* weighs four tons and initially cost $3,000 to build. When restored, it was painted in the same bright colors it had sported before retirement in 1929. Envisioned by Campton resident and avid hiker Sylvester Marsh, the Cog Railway was initially considered too insane of a plan to be feasible. According to local lore, the state legislature authorized the project on the idea that operations could harm no one because the rail's design itself was impossible to achieve. One state legislator commented during hearings that Marsh should not only be given a charter up Mount Washington but to the moon as well. That comment led to the moniker, "Railway to the Moon," which has been used many times over the decades to describe the Cog. To date, it has taken more than five million people to the top of Mount Washington. Marsh invested $5,000 from his pocket to seed the project and was also responsible for both the Fabyan House Hotel and Fabyan's Station, which now operates as a restaurant. There was a brief delay in rail construction due to the outbreak of the Civil War. This delay allowed Marsh time to develop a prototype locomotive and find investors. The track closely follows a mountain trail established in the late 1700s by Ethan Allen Crawford, a pioneer in establishing the tourism industry in the White Mountains. Visitors to the Cog Railway during the 2019 season will be able to take advantage of several celebratory opportunities. Every 150th rider on the rail- way will pay only three dollars for a ticket, the same rate as the first passengers in 1869. The 50th Anniversary Gala is scheduled for June 22 and will feature refreshments and fireworks. July 3, welcomes more fireworks as well as Victorian lawn games, an ice cream social and live music. The fourth annual 'Railway to the Moon' Festival is scheduled for Aug. 17-18. Celebrating all things Steampunk, this festival has quickly become a highly anticipated and well-attended event. It is a nod to the inventiveness and entrepreneurial spirit of Sylvester Marsh. Typical of most things steampunk, this event mixes the Wild West with a bit of Jules Verne, a dash of circus and a great deal of Victorian Era. With an average grade of more than 25 percent and a maximum grade of more than 37 percent, the Cog Railway begins at an elevation of approximately 2,700 feet, and peaks at 6,288 feet above sea level and can be an exhilarating three-mile ride. The ride up usually happens at a pace of 2.8 miles per hour, while the descent usually clocks 4.6 mph. Today, the cog railway designs and builds all of its locomotives at the company shops located at the base of Mount Washington. Passengers experience views reaching from the Atlantic Ocean into Canada as the train reaches the summit on their journey. Once at the top, visitors will find the Mount Washington State Park and the Sherman Adams Visitors Center. This hearty mountain-top facility houses a winter weather exhibit, cafeteria, gift shop and restrooms. There is a one hour to visit the 1853 Tip Top House (the original hiker's hotel) enjoy a snack, explore the state park building and take

in the magnificent view from the rocky summit. Back at the mountain base the new Cog Railway Museum, located in the upper level, tells visitors the fascinating story of how the historic railway came to be and offers media presentations and interactive exhibits. Visitors can also peruse the gift shop full of local and custom items to find that perfect Cog gift or souvenir.

- Littleton Courier – Wed, Mar 20, 2019 pg. A15 & A17



April 1st

Fooling On Facebook: The Mount Washington Cog Railway Facebook page posts the following: "New for the 2019 Season, the official opening of the Skyline Lodge Hotel! Offering great views & five star dining, amazing amenities & worlds of fun including helicopter and skydiving, prebook your future stay at cograilwayhotel.com." Clicking on the link directed you to the Railway's actual home page touting the new season about to open. The post included the image at right.



April 3rd

Cab In Progress: Cogger Steve Comeau begins updating members of the Mt. Washington Cog Railway: We Worked There Facebook site on the assembly *(right)* of new cab for No. 9 *Waumbek*



April 4th

Helicopter Landing Pad Approval: *Conway Daily Sun* reporter Edith Tucker reports: "Pemigewasset District Ranger Brooke Brown has OK'd extending the reach of the Appalachian Mountain Club Hut/Pinkham Notch Visitor Center permit under which the Boston-based non-profit organization operates the facility off Route 16 in the Androscoggin Ranger District. On April 4, Brown signed a decision memo to allow clearing and "dirt work" to go forward, creating a long-term 150-by-150-foot airlift helicopter site to serve the AMC Lake of the Clouds Hut. The project is located on the White Mountain National Forest, which is part of the National Forest Service, adjacent to the Cog Base Station Road, some 5 miles from Route 302 and 0.3 miles east of the junction of the Jefferson Notch Road Junction. The memo says AMC is authorized by a special use permit to operate and service the huts along the Appalachian National Scenic Trail — a k a the Appalachian Trail, or A.T.



Most of the airlift sites have long been located in the forest, the district ranger points out, and this project will give AMC a safe and secure airlift site. The Appalachian Mountain Club lost the use of its previous site on private land at the



An airlift of supplies up to AMC Lakes of Clouds Hut from a field off Route 302 in Bretton Woods (May 2015)
- Courtesy Photo

Mount Washington Cog Railway Base Station parking lot after it issued a statement strongly opposing an idea floated by the owners of the Cog about building a hotel over their rails above treeline. The AMC did not want to use its own land where its Highland Center is located or WMNF land off the meadows edging Route 302. These locations, Brown said, would have required AMC to "increase flight time and fly long-line cargo over a major road, a practice helicopter pilots avoid." AMC's permit also requires it to reduce flight time wherever possible in order to lessen the impact on the visiting public and wildlife. The AMC apparently also noted in its application that shorter flight times would "reduce the overall cost and the carbon footprint of the Lakes of the Clouds resupply, and enable the AMC to direct cost savings toward conservation work and education."



Airlift helicopter rentals run nearly $3,000 an hour, plus fees. The memo states the AMC will also help the USFS contribute to the objectives of the 2005 Forest Plan "by managing high-use areas and facilities to meet visitor needs, while ensuring they can be sustained over the long-term and by working through Special Use permits to provide recreation opportunities that the Forest Service is not able to offer." Creating a long-term airlift site will require AMC or its contractors to clear vegetation, stump and grade within a 0.5-acre site; to widen an existing woods road to 30 feet; install a culvert; to maintain existing drainage, and to install a standard USFS gate as well as to level two areas totaling 2,700 square feet for a helicopter landing zone, a fuel truck parking area, and a propane tank storage pod. As directed by the USFS, all forest products will remain on site: Logs will be cut and stacked, and slash will be scattered at the perimeter. Best practices must be used to prevent erosion, and AMC will be responsible for maintaining both the site and access road. This action is categorically excluded from documented in an environmental impact statement or an environmental assessment. "The action is a routine activity within the following category of exclusion: approval, modification or continuation of minor special uses of NFS lands that require less than 5 acres contiguous acres of land," Brown said. "This category is applicable because of the minimal impacts to a limited area in support of activities by an accepted Special Use." This decision is therefore not subject to administrative review or objection and may be implemented immediately.

Project activities are expected to start this spring and completed this fall. In May 2018, an error in the project's location was made in the initial scoping notice. It was listed as being in Carroll County rather than in Coös County. At the time, the expected date of decision was July 2018. Asked whether the permit had a sunset or required renewal date, Burnett replied, "This larger AMC permit (Hut/Pinkham Notch Visitor Center) expires in 2029, and public concerns can be raised as we begin the process of re-permitting, probably starting in 2027." *- Conway Daily Sun - Apr 11, 2019*

Landing Pad Objections: Reporter Edith Tucker then uses FOIA to get the rest of the story: "After White Mountain National Forest Pemigewasset District Ranger Brooke Brown gave her approval April 4 to the Appalachian Mountain Club's proposal to create a helicopter landing site near the Cog Base Road, a Freedom

of Information request uncovered close to a dozen citizen comments objecting to the plan. Once completed later this year, the 150-by-150-foot site will aide in ferrying helicopter supplies up to the 100-bed Lakes of the Clouds Hut on the side of Mount Washington at a 5,012-foot elevation. Ninety beds at the hut are for paying guests and 10 for AMC crew members and other specialists. A chopper will also take long-line flights to carry down 55-gallon drums filled with human waste that will be driven to a wastewater treatment plant. Crew members take turns packing down fresh food from the 6,288-foot Mount Washington summit to the Lakes kitchen on their backs.



The recent decision approving the plan was categorically excluded from review in part because it is considered a routine activity requiring less than 5 contiguous acres of National Forest Service land with minimal impacts to a limited area in support of activities by an accepted special use. But an FOI request filed April 8 by this reporter turned up 11 letters filed in opposition to the proposed project by local citizens under the initial scoping document filed in May 2018 with an expected date of decision of July 2018. An error made in describing the project meant the decision was changed to this month. When Brown announced her decision, she noted she'd made it "after careful consideration of public input, the recommendations of appropriate resource specialists, and the requirements of applicable laws and regulations." In this instance, securing a site to meet the needs of safety criteria and reduce costly flight time apparently outweighed public comment, all of which was negative.

For example, Fred Ingerson of Jefferson said of the AMC, "Let them build on their own lands. They have enough land without using our land and getting it for free." However, the forest service pointed out that using the AMC's Highland Center forces the supply helicopter to fly over Route 302. Greg Martinson of Twin Mountain wrote: "The Appalachian 'Mutilation' Club is turning into a hydra; chop one head off, another replaces it. After getting stonewalled (on constructing a new hut on state land) in Crawford Notch, they've turned their sights elsewhere in the White Mountains. No further development of any sort should be allowed in the White Mountains." Stacy Northrop of Littleton wrote: "Less development and more concern for our natural resources around us. I would think that the hikers using the facilities at the AMC Hut are more interested in keeping a pristine environment for them to enjoy than to look at a concrete slab in the middle of the forest." Shirley Kent *(Cogger 1957-1973)* of Essex Junction, Vt., said: "I want the Base Road to stay looking like a wilderness." Dave Moody *(Cogger 1972-2018)* of Littleton wrote: "My family and myself are opposed to any cutting of the WMNF for private use. The AMC has plenty of their own property for this project but chose to use the taxpayers' land instead. … AMC doesn't want the stench (of the Lakes' raw sewage) anywhere near the AMC Highland Center to offend their guests … I am not repeating hearsay but am going by first-hand knowledge (as a former Cog employee) as I saw this practice … for 12-plus years on Cog Railway property. Please say no to the AMC."



The Appalachian Mountain Club's Joe Dodge Lodge is seen New Hampshire's Pinkham Notch. The AMC's proposed helicopter landing site would be about 5 miles from here in the White Mountain National Forest.
- Courtesy Photo

Mark Sodergren *(Cogger)* of Whitefield wrote: "I feel strongly and am very much opposed to the development in the 'People's Forest' by a corporate organization or any organization. … The AMC has its own property holdings at their Highland Center facility … in which there is ample room to conduct such airlifting operations." Ryan Presby of the Cog Railway-owning family wrote: "There should be no reason even to consider the use of the land by the

2019

AMC for the purpose of (helicopter landings) as they have their own property they can use and leave refuse upon." James "Jim" Esdon, who did not include his address, asked: "How much more must we give the AMC? The AMC has been able to create a monopoly on federal and state land for their private use for far too long. Under the guise of 'public education' and some trail maintenance, they are allowed to continually hold hostage acres that only the wealthy can afford to access, specifically their hut system." Arthur Poltrack *(Cogger 1975-1979)* of Bretton Woods also opposes the project. As someone who lives close to the landing area, he listed a number of safety and other site-specific concerns that make the AMC's "entire proposal (both) illogical and misguided." Carl Rod of Oklahoma City commented, "The White Mountains are part of a special place in New England. Good stewardship of the land is to protect it for future generations. If the AMC is true to its heritage, this plan should not go forward."

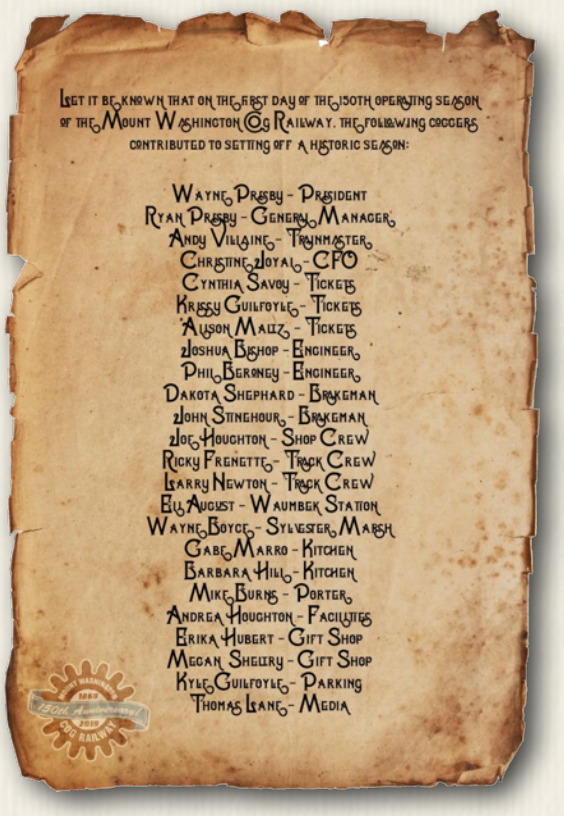
- Conway Daily Sun - Apr 22, 2019





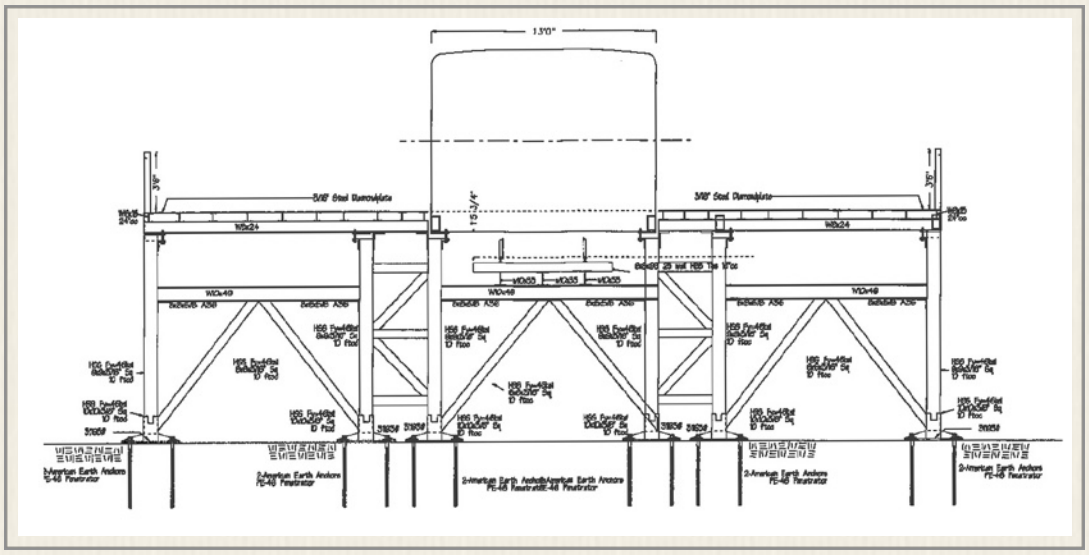
April 6th

Opening Day: The trains could only travel as far as Waumbek, but the Mount Washington Railway's 150th season began on Saturday, April 6th with a handshake and an employee group photo at Marshfield Station. Snow would keep falling through April, and into May. The company made note of those working this weekend with a group shot *(above)* and a graphic. Diesel M1 made three trips (10:30a, 12 & 1:30) with engineer Josh Bishop and brakeman Dakota Shepherd. 67 passengers carried *- Dispatch Report - 4-6-19*



April 11th

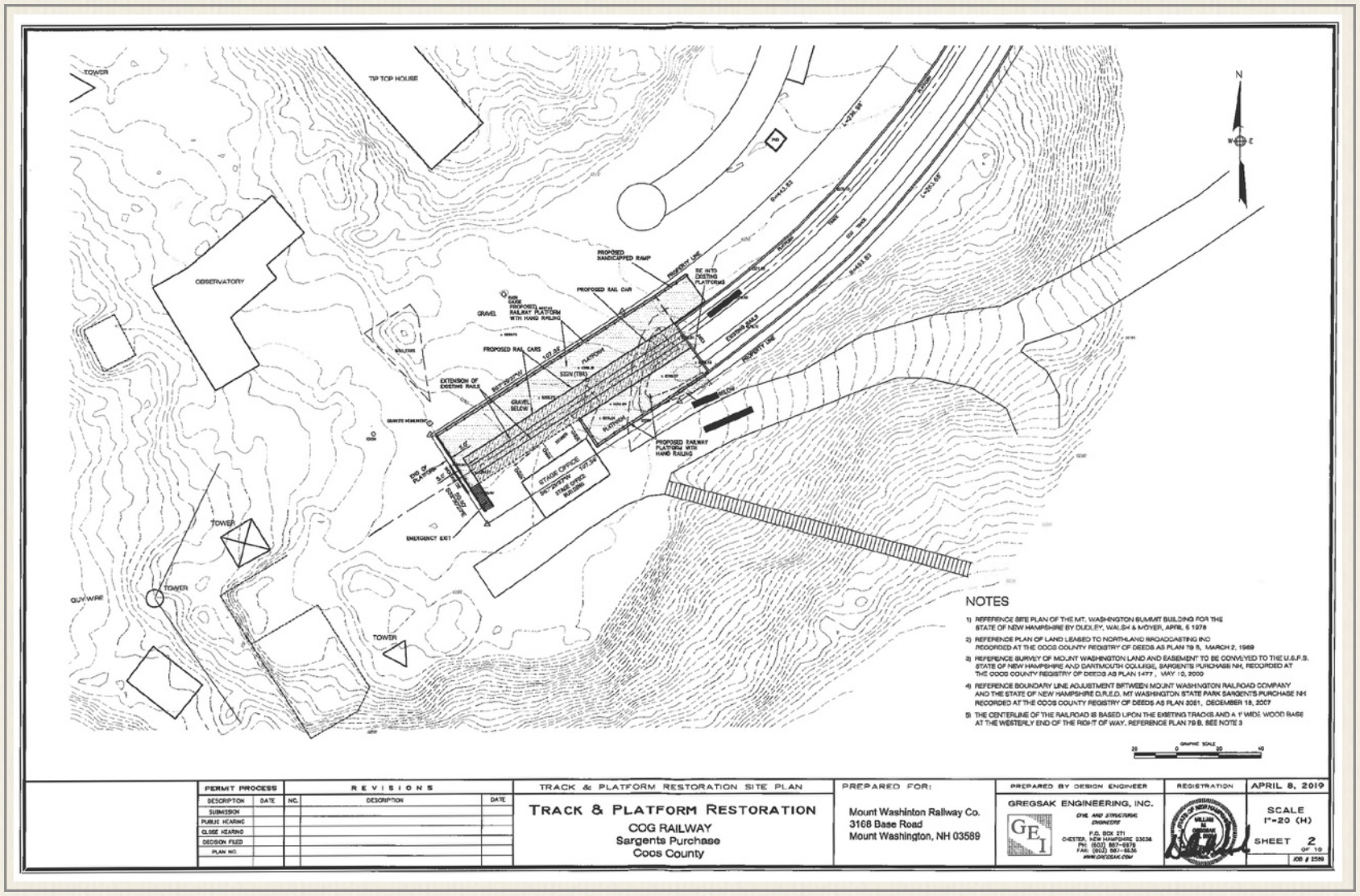
Summit Platform Application Submitted: Attorney Earl Duval sends the Coös County Planning Board a Site Plan Review application "for the Mount Washington Railway Company to complete the restoration of the track and trestle that was removed from the Summit of Mt. Washington in 2014. As you may recall, the old wooden track and trestle was removed when the Railway received approval to install the switch and siding on the Summit. Completing this project is just one of many very exciting improvements that the Railway is making to ensure continued safe operation. The track and trestle will remain completely within the Railway's right of way and will extend out to the same location as it was prior to being removed. For several safety reasons, the Railway will construct the track and trestle from steel rather than wood. Utilizing steel will provide for longevity as it is better equipped to survive the harsh elements. Utilizing steel will also allow the Railway to incorporate an anchoring system that



can be used to secure a train and car to the tracks in the event of an equipment malfunction or a weather event. If necessary, being able to anchor a train and car to the tracks will keep visitors, buildings and equipment safe on the Summit.

"The platform that once surrounded the tracks and trestle will also be restored. Access to the platform will connect to the existing platform on-grade. Emergency stairs will be located at the end of the trestle and the platform will include a safety railing. The floor of the car will be level with the platform to allow for safe unloading and loading of passengers, including passengers in wheelchairs. The restoration of the track and platform will also significantly reduce congestion immediately in front of the Sherman Adams building and will facilitate the safe and orderly unloading and locading of passengers at the Summit. The track and trestle will be manufactured in advance at the Railway's workshop in Berlin, new Hampshire. The Railway will transport the parts to the Summit and will assemble them using its new work car and a mini excavator. By manufacturing the track and trestle off-site in advance, the Railway estimates that wit will take no more than 5 days to assemble the track and trestle on the Summit." The application indicates the new track will involve 82,500 square feet of the Railway's right-of-way."

- Received by Planning Board - Thu, Apr 11, 2019



April 23rd

The Cog Turns 150: *Yankee Magazine* writer Leath Tonino previews the anniversary summer by describing his 2018 trip: "Mount Washington. Need I say more? OK, I'll say more. At an elevation of 6,288 feet, it's the apex of New Hampshire's Presidential Range and the most prominent peak east of the Mississippi. It's also



Steam engineer Joe Eggleston at the helm of a c. 1908 coal-powered locomotive dubbed "Waumbek." (May 2019)
- Mark Fleming photo - Yankee Magazine

home to some of the world's worst weather, a place where surface winds have been clocked at 231 mph and the mercury has plunged to nearly 50 below zero. An indifferent killer, infamous for dispatching novice hikers and veteran alpinists alike, the mountain has been the site of some 150 fatalities since record keeping began in 1849. Even during summer, the environment above the tree line is raw and rugged, beautiful in its wildness, wild in its beauty. But let me say this, too: All aboard! Actually, what I meant to say was Cog. As in the Mount Washington Cog Railway. As in locomotives pushing vintage-style coaches brimming with camera-wielding tourists up an improbable track, essentially a ladder three miles long pinned to the mountain's western flank. (The namesake cog gear grips the rungs of the ladder track, which lies between the two rails and, as one historian put it, "won't let go"). That this unrelenting slope of stunted conifers and stony wastelands is awe-inspiring in the Biblical sense of "dread mixed with admiration or veneration"—that it should, seemingly, have nothing whatsoever to do with a cute little choo-choo train—is the allure and the excitement. Without fail, casual Cog chitchat makes reference to The Little Engine That Could—or perhaps that should be The Little Engine That Still Can and Still Does. The first trip with paying riders (think billowy black dresses and trim suit coats, thin cigarettes lit behind cupped hands, a kind of Victorian panache) was August 14, 1868; after railroad construction finally reached the summit, the Cog officially opened to the public on July 3, 1869. With a nod to that very first run, I chose August 14, 2018, for my own personal introduction to a train that runs out from the distant past, crossing 29 presidencies (and counting), its daily chuffing effort interrupted by winter, the occasional world war, and not much else.

"Waiting in line at the Marshfield Base Station ticket counter, inspecting a wall map bristling with thumbtacks left by visitors—Congo, Finland, Uzbekistan, Greenland, New Caledonia, New Jersey—I'm reminded that the Cog is one of the Granite State's truly iconic attractions (120,000 passengers in 2017 alone). This, in turn, reminds me of my apprehension about being mechanically conveyed, without having to break a sweat or raise a blister, to Mount Washington's summit. My Presidential Range résumé is varied, featuring knock-you-down gales and untold miles slogged—what some call "earning it." Simply put, I'm in love with the bigness of mountains, with the way they make me feel small, and thus I tend to avoid contraptions that reduce the topography's scale. Then again, denying this particular topographical feature's rich sightseeing heritage is, arguably, just another form of reductionism. "The Cog railroad was not built for mining, not built for logging—it was built for tourism," says Peter Crane, curator at the Mount Washington Observatory, in the documentary *Mount Washington Cog Railway: Climbing to the Clouds.* The Cog's founder, Sylvester Marsh, a New Hampshire farm boy who amassed a fortune inventing machinery that revolutionized the grain-drying industry, wanted to comfortably and safely share with visitors the beauty of his native landscape. Maybe there's something to be learned by seeing this familiar-to-me place from a Cog's-eye view. And anyway, life's too short to pass on a party, especially a sesquicentennial. The 9 a.m. "steamer" (one of two throwback steam engines powered by coal amid a fleet of seven biodiesel engines) will be departing soon. The ascent will last about an hour. The descent will last about 45 minutes. All aboard!

"I have no clue what the sky was doing back in 1868, so let's imagine the conditions like so: low scudding clouds, intermittent drizzles, the arrow-straight track shooting upward into gray oblivion. With the summit obscured, a mood of mystery prevails, as if the mountain might go and go and go—the lost Everest of the Northeast. I enter the coach and settle in the rear, noting handlebars built into the metal frame of each padded bench.

Save for this design feature (to aid wobbly aisle wanderers) and some wood ribs that arc across the ceiling (similar to an overturned boat), the coach is basically a school bus. As tends to be the case on a school bus, we "kids" are raring to go. My fellow Coggers, around 50 in total, span a spectrum of age and preparedness. An octogenarian with bushy white muttonchops (oddly reminiscent of Sylvester Marsh's own facial hair) is outfitted for a squall on a trawler in the Bering Sea, whereas a smartphone-gripping adolescent wears sandals and a floral-patterned dress. Next to me, three Italian women who have donned translucent plastic ponchos appear confused by the sloppy, gloomy morning. Asks the signorina from Milan: "How does the color come out on the mountain, not much?" "Sorry, it's no Mediterranean," I say, "but believe me, this really is an awesome part of the United States." Eager to play tour guide, I ramble on. "When Sylvester Marsh proposed to build the Cog, skeptics disparaged it as 'the Railway to the Moon' … and the Pilatus in Switzerland is the only mountain-climbing railroad steeper … and until recently they used this cog-and-ladder technology to yank ships through the Panama Canal locks…." Alas, the language barrier proves to be impenetrable. Better to focus on Tommy, our brakeman, who looks the part in a dapper vest, tie, and conductor's cap, his ponytail tucked into a neat little bun. Originally from New York, Tommy emigrated to the White Mountains for the skiing. He's worked 14 seasons on the Cog (April to November) and appreciates, among other aspects of the job, the dynamic nature of, well, nature—the way that four laps in eight hours equates, typically, to 16 distinct types of weather. "We're going to climb about 3,600 feet," Tommy says into his microphone. "The average grade is 25 percent, and the max grade is 37.41." He pauses for effect. "And that's the fun part."

"The numerical Cog is not the visceral Cog—the Cog that vibrates your backside, that chatters your teeth—but the stats are nevertheless impressive. Fireman Pete will shovel a ton of coal (literally) into the engine's firebox, and we'll stop midclimb at a water tower to refill the tender (capacity is 700 gallons, but it takes 1,000 gallons to get up the mountain). Engineer Joey needs 150 psi of steam to keep the Cog cranking, and while maintaining that pressure might sound challenging, it's a cinch compared with the era of wood-burning boilers: park the train, go out with an ax, gather additional fuel from the subalpine thickets. A yesteryear ascent required three or four hours and, presumably, 3,000-calorie breakfasts for all involved. "It's a nonsmoking coach," Tommy says, concluding his spiel. "But if you feel the dire need, just open the window and take a hit off the engine." About that: A 110-year-old antique, up close the thing is less cute choo-choo than angry dragon hybridized with the Industrial Revolution. Though the engine is 10 feet behind me (remember that it pushes rather than pulls the coach), a dense black plume of exhaust tangled with silvery steam almost wholly obscures the view. Glimpses, that's what I get. The stubby smokestack shuddering. Cinders popping out, littering the trackside. Joey, with thick mustache and oversize protective earmuffs, leaning from his stool at the controls, gesturing to Tommy with a wave: We're ready. Sharp and sudden, a whistle sounds—and we're on the move.

"Quite understandably, the Cog steamer is noisier than your Prius, your F-350 dragging a trailer of baying bloodhounds, your D9 Caterpillar bulldozer, whatever. The layers of grinding, groaning, grumbling, bursting, hissing, and shrieking would have been familiar in the 19th century, when tourists from Boston and Manhattan arrived at the foot of Mount Washington via steam locomotive, but in the 21st century they make a decidedly foreign music. For a while, I lose myself in the crescendos, the avant-garde symphony. Tommy's narration, despite the microphone, comes through



With the shrouded peak of Mount Washington in the background, Waumbek begins its slow climb up the second-steepest railway in the world (May 2019)
photo Mark Fleming - Yankee Magazine



Mt. Washington Cog Railway image illustrating Preservatin maagazine story (May 2019)

only in snippets. Some minutes pass, and when I next hear Tommy's voice break into audibility he's saying that people often ask, earnest in their confusion, why the trees are growing on an angle. Indeed. The Cog's-eye view is disorienting, a geometric riot reminiscent of an M.C. Escher print. Birches and spruce bordering the right-of-way—a 99-foot-wide swath cut from the otherwise dense forest—jut out, reach out, tilt out. Precipitation slants, diagonals, bounces. Mist swirls, curls, unfurls. My brain struggles to make sense of a world canted, tipped on its side.

"At around 4,400 feet, having knocked off Cold Spring Hill, Waumbek Tank, and Halfway House, we leave behind the dense, matted krummholz—German for crooked wood—and access the alpine zone proper. Visibility is 50 feet at best. Blocks of lichen-splotched schist, fringed with dripping brown grasses, extend into foggy murk. Man-size cairns ghost out from that murk, as does a backpacker on the Jewell Trail. I consider how, from his vantage, framed by the edges of a raincoat's hood, we're the ghosts, the surreal apparitions. The Cog offers an aural and visual experience, certainly, but it likewise offers a vigorously somatic experience, a reminder that your body is encountering the mountain's body. Facing forward, I notice that wise Tommy has swapped his conductor's cap for a baseball hat, his spiffy brakeman's uniform for a trusty yellow-brown slicker. He's balancing with the poise of an Olympic gymnast in the open doorframe that leads to a minuscule deck extending from the coach's snout, unperturbed by the jouncing. Something about his wide stance inspires me: It's arrived … the time … to stand. Dozens of foot and leg muscles twitch madly to keep me steady as I labor—and labor is undoubtedly the correct term—up the aisle, toward him. Handlebars, thank you. In the front row: Dang, it's really spitting! An elderly couple—golf windbreakers, khakis, hair helmetlike with dampness—huddle together. I ask Tommy if his passengers gripe about the unpredictable and, let's just say it outright, profoundly crappy conditions on Mount Washington. If, in other words, they assume this to be an amusement park ride as opposed to a journey into uncontrolled and uncontrollable elements. "Some folks whine," he says. "But on the whole, most are in it for the adventure." The elderly couple, whose collective lap I nearly fall into as I turn back to my seat, are smiling. Huddling and smiling. At once.

"Ultimately, what emerges from a trip on the Cog is the same thing that emerges from the physical act of hiking Mount Washington. Yes, the train gives us history: the illustrious (President Grant and his family rode to the summit), the progressive (Ellen Crawford Teague became the world's first female railway president in 1967), the violent (eight were killed when an engine derailed and a coach slid into a rock). This little engine has been going strong for 150 years, which is impressive—but 150 years in the lifespan of geology, of upthrust earth? If the Cog's-eye view gives us anything, it gives us the bigness of mountains I have always so valued. By celebrating

the Cog's longevity, we are actually celebrating landscape, the incontrovertible and unyielding backdrop against which all human time spans are measured, sesquicentennials included. Interrupting these ruminations, the whistle that initially set us in motion sounds again. Now the tone is elongated, varying in pitch and volume over 20 seconds. It's almost animate, I think, an animal bellowing in joyous pain, in agonized triumph: I'm hurting! I'm going to make it! Grrrrrr! A similar cry has issued from my own hoarse throat during the final heaving, heart-exploding minutes of a summit push. Regardless of your constitution—whether you're made of flesh and blood or steel and steam—climbing Mount Washington demands serious grit.

"We pull in at the tip-top, and the track—ends. Nowhere else to go except, as the skeptics meanly quipped, the moon. My fellow Coggers file out, Tommy and Joey and Pete helping them from the coach, pointing them toward the Sherman Adams Visitor Center, 100 paces away. I'm the last to exit, and when I do, the cold wind is enlivening. I mill around in the rain for a while, unwilling to trade the intensity of the place for a gift shop and snack bar. An hour later, on the descent, the clouds part, and the Presidential Range glistens, simultaneously newborn and ancient. The view is, as it has been and will forever be, huger than huge. Need I say more?"

- Yankee Magazine - May 2019 issue

May

A Rail Heritage Monument to Visit: Freelance writer Reed Karaim outlines eight places to visit to understand America's rail heritage for the National trust of Historic Preservation: "Even in this era of jet travel, the sound of a train whistle at night retains a mystical pull, tugging us back to a past when railroads were the way Americans crossed the country. Trains carried both a restless, growing population and commercial goods across vast and swaths of land. Some of that land was inhabited by Native American tribes, whose displacement was hastened by the construction of the railroad. For better or worse, it is little exaggeration to say that the industrialized nation we know today was built on rails of iron. A landmark moment in that history came on May 10, 1869, when the Central Pacific and Union Pacific Railroads met at Promontory Summit in the Utah Territory. Officials drove four ceremonial spikes, including at least one made of gold, to join the two lines and create the nation's first transcontinental railroad. "It was built to tie the nation together," says Wendell Huffman, curator of history at the Nevada State Railroad Museum in Carson City, Nevada. The Mount Washington Cog Railway, which carries visitors to the top of the highest peak in the Northeast, is also celebrating its 150th anniversary this year. Since July 3, 1869, the railway near Bretton Woods, New Hampshire, has ferried visitors to Mount Washington's 6,288-foot summit, where they enjoy hiking trails, vistas stretching for miles, and a 166-year-old former hotel called the Tip Top House. Invented by Sylvester Marsh, the railcars use an -ingenious "rack-and-pinion" design that engages the tracks like the teeth of a bicycle gear to climb the steep grade, an approach recognized as a Historic Civil Engineering Landmark by the American Society of Civil Engineers."

- Preservation Magazine - Spring 2019



Snowdonia: Deluxe Master Set released: After a 2018 Kickstarter raised $441,000 or so, a deluxe edition of the board game, *Snowdonia* was released in May 2019. Priced at just under $200 on Amazon in early July 2020. The Deluxe Master Set contains the *Snowdonia* base game as well as all previously released promo cards and scenarios *(including Mt. Washington)*, along with five new scenarios: The Bluebell Railway, The Qinghai-Tibet Railway, The Mount Hakone Electric Railway, The Wye Valley Tourer, and The Malta Railway. Snowdonia Central website developer Giles Bennett says the re-release "did very well."



- https://boardgamegeek.com/boardgame/255924/snowdonia-deluxe-master-set

May 8th

Cog Summit Platform Project Submitted: Notice is hereby given in accordance with RSA 676:4 that the Coös County Planning Board will meet on May 8, 2019 at 6:00 p.m. at the Coös County Nursing Home at 364 Cates Hill Road, Berlin, N.H. to review the application for Site Plan Review submitted by Mount Washington Railway Company for the construction of track and trestle and platform on the Mount Washington Summit in Sargent's Purchase. From the Minutes: "Earl Duval, Esq. representing the applicant gave an overview of the site plan application to restore the track and trestle that was previously removed in 2014. Chairman Scarinza asked what the reason was for restoring the track. Attorney Duval responded that one of the main purposes was to reduce congestion at the summit and so that passengers can load and unload from the train safely. Also, the

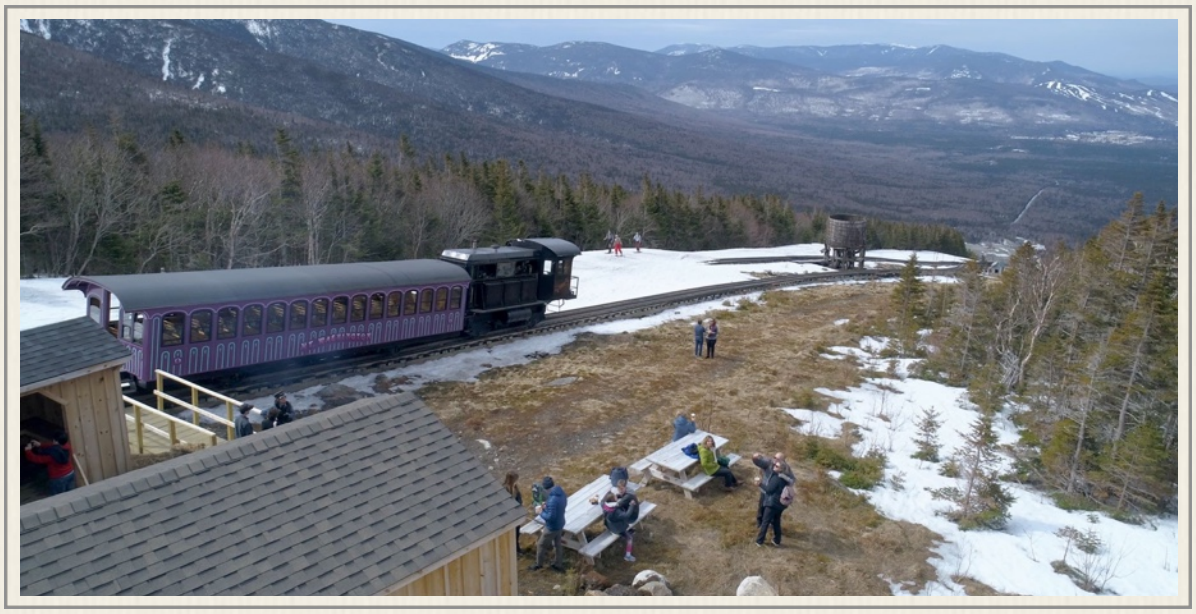


Waumbek Station: *An early season train brings tourists to a cluster of cabins alongside the passing tracks one mile up the mountain. The first warming hut was built further up on the right, but got moved and joined two others at this location for "Waumbek Wonderland" destination for the special Santa Trains run in the winter of 2018 (Apr 14, 2019)*
- Mt. Washington Cog Railway photo

train cars can be securely fastened at the Summit if needed. *(Ed note: Cars to be fastened could be bar cars, sleeping cars or mobile restroom facilities)* Chairman Scarinza requested from the applicant that a letter be provided from the State of NH stated that they have reviewed the application and are good with the applicant's proposed restoration of the track and trestle. Chairman Scarinza asked Tara Bamford, Planning Board Consultant to review the site plan application against the application requirements prior to the meeting. Ms. Bamford replied that she had a couple of questions regarding if there was to be lighting proposed for the platform and if the proposed track is all on bedrock such that no impervious surface is created. She also asked for a Letter of Authorization from the applicant authorizing Attorney Duval to act as the applicant's agent. Tara informed the board that the applicant confirmed that no impervious surface would be created and that there would be no lighting on the platform. The applicant also provided a letter of authorization. Therefore, Ms. Bamford concluded that she is in agreement with the items that the applicant has identified not applicable.

"Board member Mike Waddell questioned the property line that runs through the Stage Office. Mr. Presby provided a brief history of property line. Attorney Duval added that the AG's opinion letter addresses the issue of the property line. Mike Waddell made a motion to accept the application as complete and Mark Frank seconded the motion. All voted in favor. Tara Bamford provided information regarding the next steps for the application. She stated that because the track has been gone for more than 2 years it is not grandfathered. She recommended 2 options that the board could consider. The first option could be that the board talk about a conditional use permit in the PD 8 and send the 25 foot setback variance issue to the Zoning Board. Another alternative would be to have a hearing in conjunction with the public hearing on Zoning Ordinance Section 8.06 –Expansion of Nonconforming Use: The Planning Board may, after weighing the potential impacts on existing and possible future adjacent land uses, along with proposed mitigation, grant a Conditional Use Permit for expansion of a legally existing nonconforming use.

"Chairman Scarinza discussed an issue that had been brought to his attention regarding warming huts *(above)* that were constructed last fall about 4,000 feet along the railroad. Chairman Scarinza is concerned that it needed site plan review and a zoning permit. He stated that he discussed this Mr. Presby prior to the meeting and that Mr. Presby's interpretation of the zoning ordinance is different. Chairman Scarinza requested that before the next meeting that Mr. Presby provide a memorandum to the board explaining his interpretation of the zoning ordinance or submit a site plan application."



Waumbek Station: *"An awesome day at Waumbek Station today, this is the area trains are stopping at until we are able to make it up to the summit. Look at those amazing views!!"*
Facebook post from Cog publicity department (Apr 14, 2019)
- Mt. Washington Cog Railway photo

Summit Platform/ Waumbek Permit Controversy Begins: *Caledonian Record* reporter Robert Blechl advances the on-going story of railway development on the Mountain: "Changes are afoot at the summit of Mt. Washington and on the higher mountain slopes. The Coös County Planning has accepted the site plan application of the Cog Railway for the construction of a track and trestle platform on the Mt. Washington summit, though the board chairman said another Cog project should not have gone forward without review. During last week's planning board meeting in Berlin, chairman John Scarinza opened discussion on an issue he said had been brought to his attention - three warming huts built last fall by Wayne Presby, owner of the Cog Railway, that are along the railroad at an elevation of 4,000 feet that under the zoning ordinance are in a protected high-elevation area above 2,700 feet that regulates certain land use activities.

"Scarinza said he is concerned that the huts needed a site plan review and zoning permit before they were put up. Presby, according to the May 8 meeting minutes, said he has a different interpretation of the zoning ordinance. Before the next board meeting, Scarinza asked Presby to provide a memorandum to the board explaining his interpretation of the zoning ordinance or submit a site plan application. During last week's planning board meeting, Earl Duval, attorney for Presby, also gave an overview of the site plan application, previously submitted but pulled in 2014, to restore the track and trestle at the end of its track and right-of-way on the summit.

The primary purpose is to reduce congestion at the summit so passengers can load and unload from the train safely, and so train cars can be securely fastened at the summit if need. Duval said there is an opinion from the New Hampshire Attorney General's office regarding ownership at the summit and that opinion will be provided to the board. Scarinza requested that a letter be provided by the state of New Hampshire confirming the state has reviewed Presby's application and the state is agreeable to his proposed restoration of the track and trestle.

The state owns the mountaintop summit, which is part of the 60-acre Mt. Washington State Park. The Cog Railway, Mt. Washington Auto Road, Mt. Washington Observatory have various rights-of-way on the state land, though exactly who has which rights and easements has in recent years become a bone of contention between the Cog and the Auto Road and the Cog and Observatory.

Reviewing the site plan application for Presby's track and trestle plan was Tara Bamford, planner with the North Country Council, who said she is in agreement with Presby's assertion that no impervious surface would be created and there would be no lighting on the platform. Planners voted unanimously to accept the site plan application as complete and will schedule a public hearing at a future date. The board's next meeting is scheduled for June 19. *- Caledonian Record - Fri, May 17, 2019 pgs. 1 & 5*

Track-side Shed Dispute: "Saying they were structures that, in his opinion, required a formal review before construction, the chairman of the Coös County Planning Board has asked the Cog Railway to either explain why it was exempt from oversight in building three sheds track-side on Mount Washington or to file a site plan application for having done so. After the conclusion of the planning board's Wednesday meeting at the Coös County Nursing Home, John Scarinza informed his colleagues that prior to the start of the session he had spoken with Wayne Presby, the owner of the Cog, about what Scarinza described as warming huts or sheds that



Waumbek Junction: *The warming huts were located in the vicinity of the railroad's first section house dubbed "Waumbek Junction" by employees. Built shortly after the track was laid one mile up the mountain in the summer of 1867, the section house was used in June 1873 by U.S. Signal Corps weather observers. It burned on August 18, 1885. A spark from a descending engine was blamed for the blaze.*
- From stereoview by Nathan W. Pease (1836-1918)

were seemingly built last fall at around the 4,000-foot mark on the tallest peak in the Northeast. Saying Presby's interpretation of the zoning regulations may be different than his, Scarinza asked Presby, who was in attendance on an unrelated matter and did not address the board about the sheds, to produce for the board's next meeting on June 19 either a memo explaining why the sheds didn't require a site plan or to file one. "Everybody should follow the regulations," said David Govatski, who is a founding member of Keep the Whites Wild — a non-profit that was started in opposition to the Cog's proposal to build a track-straddling hotel about a thousand feet from the summit. The Cog presented the hotel, to be known as the Skyline Lodge, conceptually to the Planning Board but never submitted a site-plan application.

While he declined to say whether KWW contacted Scarinza about the Cog's sheds, Govatski, who attended Wednesday's Planning Board meeting, said the group does notify the proper authorities when it observes violations on Mount Washington. In 2017, KWW raised concerns that the Cog had built a road alongside its track on Mount Washington without permission, but the Planning Board ultimately decided that the Cog was using the road for maintenance and as a way to access the train in case of an emergency. Unlike the Cog's proposed hotel, which he said would have damaged the fragile alpine zone on Mount Washington, Govatski said the sheds were built in an area that had previously been impacted.

During a recent television news program on the occasion of the Cog's 150th anniversary in 2019, pictures of the sheds, attributed to the Cog Railway, were shown with Presby explaining that they were "'lean-to's' that we use in the winter time." Presby told the show host that the sheds were located at the spot to where the Cog in past years used to run ski trains. The legality of the sheds promises to be among two potentially contentious items on the planning board's June 19 agenda, with the other being the Cog's site plan application to rebuild its tracks and platform to the end of its right-of-way atop Mount Washington. While the planning board on Wednesday accepted the site plan as complete and voted to hold a public hearing on it next month, members had questions for Presby, the most fundamental of which was who owns what within the summit circle.

When, after a back-and forth among Presby, his attorney, Earl Duval, and board members it was concluded that the State of New Hampshire owns the land on which the Cog has the right-of-way in question, Scarinza said it would be a good thing if the state declared its position on the record concerning the Cog proposal. Duval told the Planning Board that the Cog sought merely to reconstruct, albeit better than before, the track and platform that had extended past and directly behind the Mount Washington Auto Road's Stage Office. Moving the summit platform further away from the Sherman Adams Building in the 60-acre Mount Washington State Park will alleviate an unsafe situation in the loading and unloading of Cog passengers, said Duval, adding that the new platform will be flush with the track, permitting greater ease of use for person's with mobility restrictions. Having the extra track will also let the Cog secure cars or engines in cases of extreme weather and when requiring repair, said Duval.

Presby told the planning board that pursuant to an 1894 agreement between the then owners of the Auto Road and Cog, the latter has and continues to enjoy certain property rights atop Mount Washington. After Presby left the meeting, Howie Wemyss, who is the Auto Road's general manager, told the planning board that the Auto Road has a significantly different interpretation of the 1894 agreement. "I'll be at the (June 19) public hearing to look out for our interests," said Wemyss, adding he was less concerned about the Cog's proposed

110-foot track extension and platform construction than about the larger claims Presby may present. Before the tracks were removed in 2014, Auto Road patrons had to go up and over them to get to the Sherman Adams Building, said Wemyss, whereas now they can walk directly to it from the stairs that lead down to parking lots." *- New Hampshire Union Leader - May 9, 2019*



May 8th

Cog Cab Nearly Complete: Steve Comeau posts another image *(right)* of the No. 9's "house" painted and nearing completion



May 11th

Let's Go Racing: The Mount Washington Cog Railway buys the hood of the Ryan Ware Racing team's Chevy Cavalier No. 32 for the first race of the season at the White Mountain Motorsports Park in North Woodstock, N.H. Ware earned a top-10 finish in the opening race. On May 18th he moved to second: "Barton, VT's Adam Sicard joined Shane Sicard in being two-for-two by taking the win the Woodsville Guaranty Savings Bank Strictly Stock Mini feature. Sicard started 11th on the grid for the 25-lap feature and steadily worked his way through the pack After getting around Littleton's Ryan Ware for the lead on lap 16, he chose the outside for a restart after the fourth and final caution a lap later, and Sicard easily pulled away for the win from there. Ware came in second with Bethlehem's Dustin Jackson completing the podium.



May 16th

Summit Septic Budget: "The New Hampshire state Senate is now busy with next capital budget, and the overtaxed septic system atop the state's most iconic mountain appears to be a pressing issue. Capital budget writers say the toilets and waste disposal system atop Mount Washington are falling short. Wolfeboro Republican Jeb Bradley sits on the senate's capital budget committee. He's also hiked Mt. Washington many times. Bradley says the current septic system is no longer sufficient to meet the needs of the many people who summit Mount Washington, on foot, by car or via the Cog Railway. "The capacity is around 4,000-5,000 visitors a day, and the number of people who go up there on a really nice day can be 7,000 or 8,000, and so it's really important that we upgrade that waste disposal system up there." The Senate committee is aiming to finalize its capital budget plan next week. Among other things, the plan is expected to include about $3 million to tear down the former Concord Steam plant." *- New Hampshire Public Radio - May 16, 2019*

May 17th

Let the Party Begin: From the Top 10 Things in the *Union Leader* Travel Section: "The Mount Washington Cog Railway, the first mountain–climbing cog railway in the world, is celebrating 150 years of operation this year. Wayne Presby, owner of the railway with his wife, Susan, speaks of the momentous anniversary in these words, "We consider the time we have spent at the railway a great honor. We feel that we have a solemn duty to the state of New Hampshire, its residents and all who have worked to keep the Cog Railway a viable entity. As the current owners of the railway, we intend to do everything in our power to continue to preserve, promote



and enhance the railway and to ensure that 150 years from now it will be celebrating its 300th anniversary!" To kick off the anniversary season, each day, the 150th rider on the railway will receive their ticket at the price it was in the opening year of 1869, $3. There are also a series of events planned to celebrate the season, starting with a 150th anniversary Gala on June 22." *- NH Union Leader - May 17, 2019*

May 20th

Platform Public Hearing Set: "The Coös County planning board has ruled the Mount Washington Cog Railway's site plan application to restore about 110 feet of track and platform on the summit of Mount Washington is complete and scheduled a public hearing on the application for June 19 in Gorham. But a second issue arose when Coös Planning Board Chairman John Scarinza revealed he told Cog Railway President Wayne Presby before the meeting started that he believes three warming sheds constructed at track side at about 4,000 feet high required site plan review and a building permit. Scarinza said he asked Presby to either put together a memo outlining why he believes a site plan application was not required for the sheds or file a site plan application after the fact for the June meeting. The issue before the board was a site plan application for the track and platform. The Cog's lawyer, Earl Duval, said in 2014, the railroad removed the old wooden trestle to install a new switch and siding as part of a major upgrade. The Cog is now looking to install a new steel trestle that would be securely anchored to rock, allowing the railway to secure trains at the summit, which is known for its record wind. He said the trestle would be within the 99-foot right-of-way the Cog owns. Duval said the track and platform would be restored to their original location, extending it beyond the doors of the Sherman Adams Building. He said the congestion in front of the Sherman Adams building makes it difficult and unsafe to load and unload Cog passengers. The platform will be built so it is level with the floor of the coach, eliminating the need for steps and making it easier for those in wheelchairs or with mobility issues. Scarinza asked if the state of New Hampshire has to sign off on the project as the owner of the underlying land under the right-of-way. Duval said he had sent the state a copy of the application by certified mail and the state did not respond. Board member Mike Waddell asked if the ownership issues on the summit were settled. Last year, the N.H. Attorney General's office did a study of ownership of the summit after issues arose between the Cog Railway and Mount Washington Auto Road. It concluded that the state owns most of the summit. Presby spoke about an 1894 settlement, that established the railway corridor to the base and various easements that the Cog now claims. After the meeting was over and Presby had left, Howie Weymss, general manager of the Auto Road, advised the board that his organization has a different interpretation of the 1894 agreement. Planning board consultant Tara Bamford found the application complete but suggested the board will also have to approve expanding the non-conforming use of the property. She said the Cog's project is a non-conforming use in what is a PD8 zone or an unusual protected district. She said if the Cog had rebuilt the trestle or track within two years, it would have remained grandfathered for the zone."

- Conway Daily Sun - May 20, 2019



May 22nd

Front Platform Pictures 73 Years Apart: The CogArazzi photo crew recreate a pose *(right)* with two brothers who first rode the train *(left)* back in 1946. "Joe from Bar Harbor, ME and Dave from Hancock, NH are on their annual bonding trip and couldn't be happier to revisit



the summit, 73 years later, on this beautiful day!" *- Mt. Washington Cog Railway Facebook page*

June 3rd

Let the Legal Proceedings Begin: The Mt. Washington Observatory goes to court to stop "harassment" by the Cog Railway as reporter Robert Blechl explains: "The ongoing disagreement about the extent of rights at the top the highest peak in the Northeast has resulted in a lawsuit led by the Mt. Washington Observatory, which accuses the Cog Railway of breach of contract and also asks the court to stop "harassment ... based on false claims of land ownership." On Monday *(6/3)* at Coös Superior Court in Lancaster, the Observatory led an amended four-count complaint against the Cog arising out of what the Observatory said is a breach of contractual obligation to pay the Observatory $1 each of the Cog's ticketed passengers in exchange for those passengers not having to pay a separate admission charge to enter the Observatory's museum atop the summit of Mt. Washington. "As a related matter, the Observatory also seeks to have the court declare the Cog's limited property rights at the summit of Mt. Washington and have the Cog and its lawyer restrained from any further efforts to harass the Observatory based on false claims of land-ownership or other supposed restrictive covenants," wrote Scott Harris and Jack Middleton, attorneys for the Observatory with McLane Middleton law firm. "The Observatory seeks this declaration as a protective measure given the Cog's past attempts to retaliate against the Observatory by asserting nonexistent property rights and restrictive covenants as a means of interfering with the Observatory's ongoing operations," they wrote the court. A call placed to Cog Railway owner Wayne Presby was not returned by press time Tuesday *(6/4)*.



The five-year museum agreement between the Observatory and Cog Railway was struck in 2009, and the Mt. Washington Auto Road is also a party to it. In 2013, the three parties agreed that the Observatory would establish a campaign to raise $1 million to fund major renovations at the museum; the money raised created the Extreme Mt. Washington Museum, which debuted in 2014. The Observatory allowed the Cog's ticketed passengers to visit the summit museum without paying a separate admission charge and in return the Cog promised to pay the Observatory $1 per customer beginning in 2010. The agreement renews automatically for up to three more five-year terms unless a party provides advance written notice terminating the contract. The Observatory charges the Cog with not making payments for 2017 and 2018 - when the Observatory concludes the Cog each year transported more than 100,000 ticketed passengers to the summit - and with not providing written notice to terminate the museum agreement, which was automatically renewed for additional five-year terms in 2014 and 2019 and refusing to pay going forward.



The Cog - with Presby in December 2016 citing an 1894 agreement regarding its rights at the summit - has claimed the Observatory was not meeting its obligations under the museum agreement. However, Harris and Middleton wrote, "The New Hampshire Attorney General's office has analyzed the Cog's insupportable claims to property rights and restrictive covenants pertinent to the summit of Mt.



Extreme Mt. Washington exhibit photos courtesy Mt. Washington Observatory

Washington and determined them to be erroneous." The Observatory's lawsuit alleges breach of contract and breach of the implied covenant of good faith and fair dealing and asks the court to award it damages for breaches of contract, declare that the NHAG letter on rights to be accurate, issue an order requiring the Cog to make the payments through the 2023 tourist season, award the Observatory attorneys' fees and monetary damages, and prevent the Cog from "further interfering with the Observatory's business by misrepresenting the rights and responsibilities addressed in the [September 2018] letter by the Office of the Attorney General." In recent years, tension has also risen between the Cog and the Auto Road regarding the extent of rights and easements atop Mt. Washington."

- Caledonian Record - Wed, Jun 5, 2019 pg. 1 & A6

Point - Counterpoint: "The non-profit Mount Washington Observatory filed a lawsuit in Coös County Superior Court on Monday *(6/3)* against the Mount Washington Cog Railway, alleging that the 1869-built mountain railway broke a 2009 agreement to pay the Obs a dollar for every passenger it takes to the summit in exchange for free admission to the Obs' Summit Museum. In its suit, the Obs also asks the court to force the Cog to refrain from further efforts to "harass the Observatory based on false claims of land ownership or other supposed restrictive covenants." The suit was filed by McLane Middleton Professional Association of Manchester, the law firm of longtime Obs trustee Jack B. Middleton of Freedom.

Contacted by the S*un* Wednesday *(6/5)*, Obs Executive Director Sharon Schilling and Cog owner and president Wayne Presby each had countering views on which party broke the 2009 agreement first. According to Schilling: "The Cog broke a contract agreement they have with us dating from 2009 in which they agreed to pay us $1 a visit per passenger to the summit. The Mount Washington Auto Road is a secondary signatory to that agreement as they agreed to pay us $1 for every adult passenger visitor to the summit. The Cog stopped paying us in 2016. "We tried to negotiate with Mr. Presby but to no avail," she added. "We see no other recourse than to go to court for this." The Ob's suit says the agreement was in place for five years and is subject to three automatic five-year renewals unless the parties exercise termination rights. It adds that after the Cog stopped paying in 2017 it did not "provide written notice to terminate" the museum agreement. Quoting figures release by Presby at past Mount Washington Summit Commission meetings, the suit says the Cog averaged more than 100,000 visitors in 2017 and 2018 and is expected to continue to draw that kind of business for this and coming years. "So, that's 200,000 at $100,000 each for 2017 and 2018 that the Cog has not paid, and he has no intention of paying us this year," said Schilling. The agreement concerns funding for the Obs' Summit Museum, which was opened in the state-owned Sherman Adams Building in 1980 in the 60-acre Mount Washington State Park. It was upgraded in 2014 after a $1 million capital campaign that transformed the facility through renovations into the "Extreme Mount Washington" museum. Normal admission is $2 but per the agreement, adult customers arriving via the Cog and Auto Road are allowed free admission as part of their overall ticket. Schilling says the 2009 agreement was signed by the Cog, the Obs and Auto Road and was a key financial component of making the summit project viable. Now the lack of revenue is affecting Obs operations, she said. "As a non-profit, we rely on our partners whomever we enter into a contract with to honor those contracts, and when someone doesn't pay there are implications for the Obs doing business on top of the mountain. It's an expensive endeavor to do what we do," said Schilling.

Presby takes a different view. He said he stopped paying after he found out from an Obs 2016 email they were not charging all visitors to enter the museum. "We didn't breach until they did," said Presby, who is an attorney. "They were supposed to be charging everyone (who wasn't a Cog passenger or Auto Road adult), but then by their own admission in an email they said they were not charging hikers or anyone else. Under the

terms of the agreement, we were supporting the State Park and some of the funds for state improvements, but then when I found out about the hikers and everyone getting in for free, I said I don't mind helping out but you need to charge everyone else coming here, too, and they never did that," he said. "I gave them notice in February 2016, and they said that will really put a fix on our budget, so I said OK, I'll continue to pay but then the deal is off for 2017," Presby told the *Sun* on Wednesday *(6/5)*. Presby has long had issues with the Obs' use of the space it leases in the Sherman Adams Building for its overnight EduTrips program, saying it violates an 1894 agreement that the railway and state had that, Presby contends, gives the railway "exclusive rights to house and feed overnight guests."

The Obs counters that since it was not founded until 1932, it was not party to that 1894 agreement, a ruling the state Attorney General's office determined in a report to the Mount Washington Commission in 2018. Presby countered: "Whether or not they were in existence then (in 1894) is immaterial as these are easements which they need to abide by. Now the result of all of this is this is we will be getting into a quiet title action to resolve all of these easements under the 1894 agreement."

- The Conway Daily Sun - Wed, Jun 5, 2019

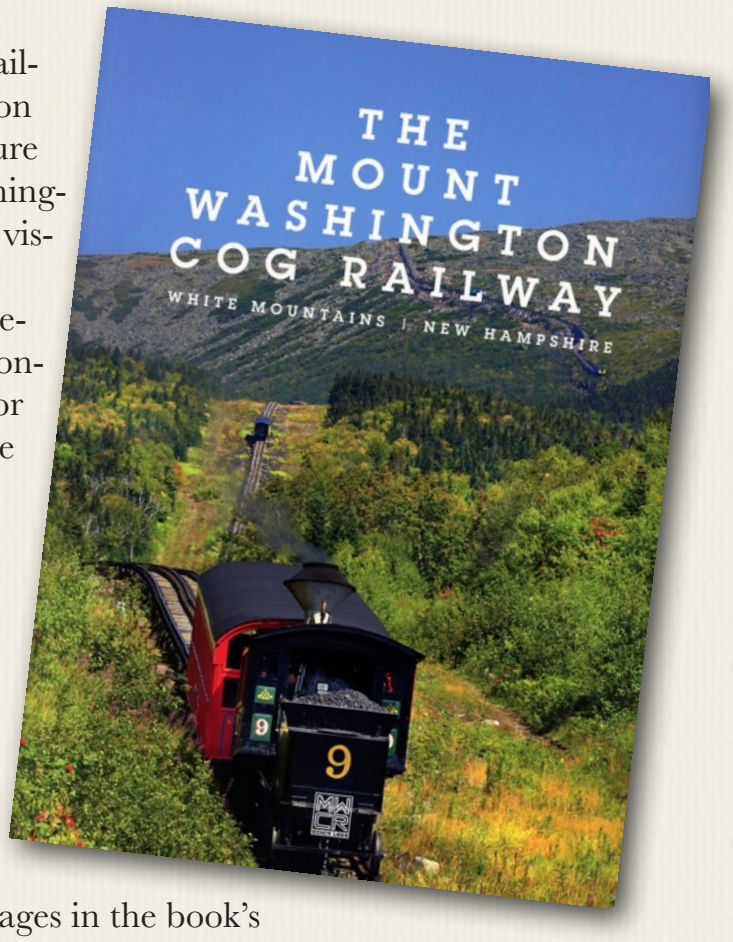


June 11th

Bob Kent Ends His Run: Veteran engineer and former train master Robert "Bob" Kent died following a long illness on this day. His wife, Shirley sent word to the Cog family through Claire Dwyer for distribution. "Bob Kent passed away this morning at 5:00. The three girls and I spent the night in his room at Respite House. We thought the timing was appropriate. He would leave the house in the morning at 5:00 at the mountain and walk up to Marshfield for breakfast with the men. Bob's heart could not pump any longer. It is possible that Karyl and I may get to the reunion event to represent Bob and the family. . . . We will have a remembrance gathering later on in the summer or fall when he and our grand-daughter Lydia will be home."

- See Vol. 1 - Ch. 16 - One Final Ride

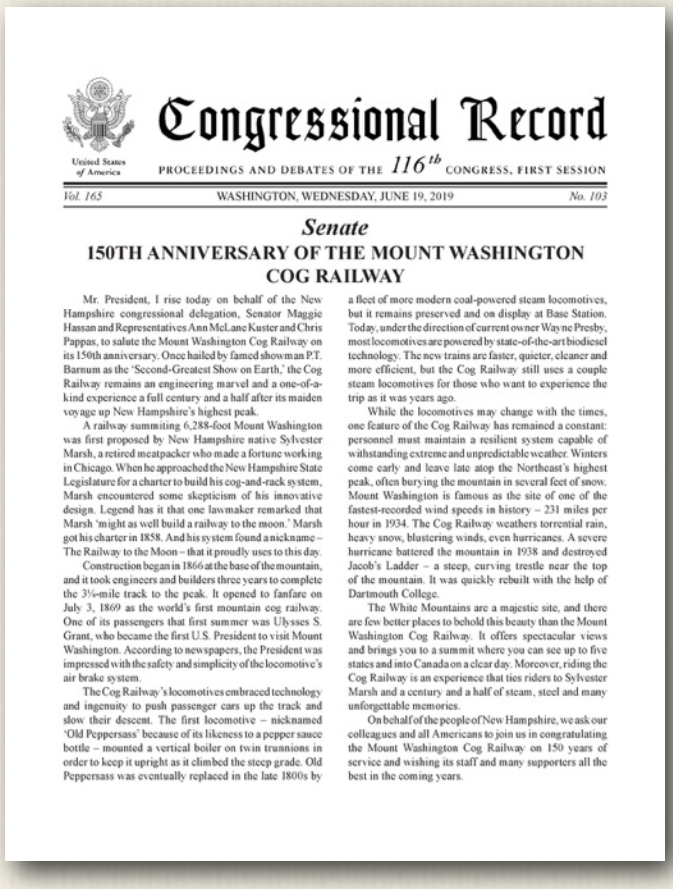
June 18th



Coffee Table Cog: "The world's first mountain climbing cog railway celebrates its 150th anniversary this summer with the publication of a full-color, coffee table book loaded with photographs that capture the Mount Washington Cog Railway experience. The Mount Washington Cog Railway, White Mountains, New Hampshire is a 120-page visual tour of the delights awaiting passengers as they ride the train to the summit of New England's highest peak. The photographs will rekindle memories for those who have ridden the train, making it a wonderful keepsake. It is intended to bring The Cog experience to life for those who have yet to ride the historic train. Built by veterans of the Civil War, the Mount Washington Cog Railway was the brainchild of inventor and New Hampshire native Sylvester Marsh, who invented the cog mechanism that provides the traction necessary for the train to ascend the mountain. A century and a half later, the only cog railway currently operating in the United States continues to provide an incredible experience for visitors who step aboard — much like those first passengers on July 3, 1869. The book's photographs capture The Cog in all four seasons. The dramatic landscape of Mount Washington and the surrounding peaks and valleys provide a constant backdrop for the colorful trains and coaches as they ply their way up and down the mountain. Several pages in the book's center unfold for a panoramic display of the mountain vistas that remain virtually unchanged since The Cog's first ascent in 1869. The Mount Washington Cog Railway is a must-do New England adventure. Passengers travel in coaches with intricate wooden interiors to the summit of a peak known for having the world's most challenging weather. However, on a clear day, views extend from the Atlantic Ocean into Canada as the train

reaches the summit. Along the way, the knowledgeable brakemen provide colorful commentary on everything from flora and fauna to the weather extremes of the mountain.

A key icon of New Hampshire's heritage, The Cog maintains its traditional roots with today's passengers taking the three-hour round-trip pushed up the mountain by vintage coal fed steam locomotives or by one of seven modern biodiesel engines, all designed and built by the railroad's staff. The railway was designated a National Historic Engineering Landmark in 1976 and was referred to as "One of the greatest wonders of all time" by the Boston Transcript in 1869. It can certainly be argued that this is still true today. "The 150th anniversary of The Cog is a remarkable achievement, and my wife Susan and I are proud to have been stewards of the railway for over 37 years," says owner Wayne Presby. "The spirit of innovation demonstrated by Sylvester Marsh is alive and well, as can be seen through the photographs presented in our commemorative book. Over the past twenty years we have made major enhancements to the operation, with new switches, a passing loop, air ride coaches and diesel locomotives. In the near future, we will make even more improvements, while preserving the traditional feel of The Cog experience. We invite the public to celebrate with us this summer as we mark 150 years of operation." Three years of planning went into the publication of the book, which was commissioned to commemorate The Cog's 150th anniversary on July 3, 2019. Client Project Director Rebecca Metcalf of the Mt. Washington Cog Railway and Creative Director Pam Sullivan of Sullivan Creative, Concord, N.H., oversaw the creation of the book, which was photographed by Jay Philbrick of Philbrick Photography. Other team members include the book's designer Douglas Hamer and writer Eileen Alexander, with a foreword by Jeanne Shaheen, U.S. Senator, NH. The book was printed in Massachusetts and bound in New Hampshire, making it a true New England-based project. The book is available for purchase in both hard and soft cover versions in The Cog's Base Station gift shop and online." *- Caledonian Record - Tue, Jun 18, 2019 pg. B5*



Congressional Record

United States of America

PROCEEDINGS AND DEBATES OF THE 116th CONGRESS, FIRST SESSION

Vol. 165 WASHINGTON, WEDNESDAY, JUNE 19, 2019 No. 103

Senate

150TH ANNIVERSARY OF THE MOUNT WASHINGTON COG RAILWAY

Mr. President, I rise today on behalf of the New Hampshire congressional delegation, Senator Maggie Hassan and Representatives Ann McLane Kuster and Chris Pappas, to salute the Mount Washington Cog Railway on its 150th anniversary. Once hailed by famed showman P.T. Barnum as the 'Second-Greatest Show on Earth,' the Cog Railway remains an engineering marvel and a one-of-a-kind experience a full century and a half after its maiden voyage up New Hampshire's highest peak.

A railway summiting 6,288-foot Mount Washington was first proposed by New Hampshire native Sylvester Marsh, a retired meatpacker who made a fortune working in Chicago. When he approached the New Hampshire State Legislature for a charter to build his cog-and-rack system, Marsh encountered some skepticism of his innovative design. Legend has it that one lawmaker remarked that Marsh 'might as well build a railway to the moon.' Marsh got his charter in 1858. And his system found a nickname – The Railway to the Moon – that it proudly uses to this day.

Construction began in 1866 at the base of the mountain, and it took engineers and builders three years to complete the 3½-mile track to the peak. It opened to fanfare on July 3, 1869 as the world's first mountain cog railway. One of its passengers that first summer was Ulysses S. Grant, who became the first U.S. President to visit Mount Washington. According to newspapers, the President was impressed with the safety and simplicity of the locomotive's air brake system.

The Cog Railway's locomotives embraced technology and ingenuity to push passenger cars up the track and slow their descent. The first locomotive – nicknamed 'Old Peppersass' because of its likeness to a pepper sauce bottle – mounted a vertical boiler on twin trunnions in order to keep it upright as it climbed the steep grade. Old Peppersass was eventually replaced in the late 1800s by a fleet of more modern coal-powered steam locomotives, but it remains preserved and on display at Base Station. Today, under the direction of current owner Wayne Presby, most locomotives are powered by state-of-the-art biodiesel technology. The new trains are faster, quieter, cleaner and more efficient, but the Cog Railway still uses a couple steam locomotives for those who want to experience the trip as it was years ago.

While the locomotives may change with the times, one feature of the Cog Railway has remained a constant: personnel must maintain a resilient system capable of withstanding extreme and unpredictable weather. Winters come early and leave late atop the Northeast's highest peak, often burying the mountain in several feet of snow. Mount Washington is famous as the site of one of the fastest-recorded wind speeds in history – 231 miles per hour in 1934. The Cog Railway weathers torrential rain, heavy snow, blustering winds, even hurricanes. A severe hurricane battered the mountain in 1938 and destroyed Jacob's Ladder – a steep, curving trestle near the top of the mountain. It was quickly rebuilt with the help of Dartmouth College.

The White Mountains are a majestic site, and there are few better places to behold this beauty than the Mount Washington Cog Railway. It offers spectacular views and brings you to a summit where you can see up to five states and into Canada on a clear day. Moreover, riding the Cog Railway is an experience that ties riders to Sylvester Marsh and a century and a half of steam, steel and many unforgettable memories.

On behalf of the people of New Hampshire, we ask our colleagues and all Americans to join us in congratulating the Mount Washington Cog Railway on 150 years of service and wishing its staff and many supporters all the best in the coming years.

June 19th

Congressional Delegation Congratulations: "Congratulations to the Mount Washington Cog Railway on reaching 150 years in operation! In celebration, I led a New Hampshire delegation statement in the Congressional Record paying tribute to what is still an engineering marvel and one of the Granite State's most beloved icons. - J.S."

Coös County Planning Board Meeting Minutes: "Notice is hereby given in accordance with RSA 676:4 that the Coös County Planning Board will meet on Wednesday, June 19, 2019 at 6:00 p.m. at the Coös County Nursing Home at 364 Cates Hill Road, Berlin, N.H. to hold a ***Public Hearing*** on the application for Site Plan Review submitted by Mount Washington Railway Company for the construction of track and trestle and platform on the Mount Washington Summit in Sargent's Purchase. John Scarinza, Chair opened the public hearing at 6:05 pm. Chairman Scarinza asked Attorney Earl Duval who is representing the applicant to clarify if the Cog Railway is the landowner or if the landowner is the State of NH. Attorney Duval responded that the railway has a right-of-way and the landowner is the State of NH. Attorney Duval made a brief presentation explaining the application and its purpose. Attorney Duval stated that he recently met with Phil Bryce *(NH Parks Director)* and Patrick Hummel *(Mt. Washington Park Director)* to discuss the plan and they made some proposed changes that were incorporated into the site plan drawings.

"Chairman Scarinza asked for comments from the public in support of the application. David Govatski, Jefferson NH stated that he wanted clarification of a building with the label of "Observatory" on page 2 of the drawings. He stated that he believed that building to be the "Yankee Building" and not the Observatory. Attorney Duval agreed that it was an error and that the correction would be made. There were no comments in support of the application.

"Chairman Scarinza asked if there were any comments not in support of the application. Attorney Christopher Meier representing the Mount Washington Summit Road Company submitted a 9 page written objection

to the board *(Document on file)*. There were no further comments. Chairman Scarinza asked if representatives from the State of NH had any comments. Phil Bryce stated that he is taking no position either for or against the site plan application. He met with Attorney Duval and Mr. Presby recently to discuss the plans. Director Bryce stated that he was pleased that the applicant listened to some of his concerns and was willing to incorporate his suggestions in the site plan. Director Bryce stated that his agency is still working through the plans. Director Bryce referenced the NH Attorney General's Office Opinion that was authored by Allan Brooks regarding the ownership of the summit and that the agency's attorney concurs with Mr. Brooks. Director Bryce stated that his agency with assistance from an attorney is trying to ensure that the use of the right of way does not unreasonably interfere with the use of the landowner. Director Bryce stated that that question can't be answered today and he can't make any commitment to sign off on the plan until it is reviewed with the Attorney General's Office.

"Attorney Meier stated that the Mount Washington Summit Road Company was not included in any discussions of the site plan. He stated that he would like to be included in any further discussions. Mike Waddell asked if the Railway Company has an exclusive easement or do others have rights in that easement? Director Bryce responded that it is the view of the State that it is not an exclusive easement. Tara Bamford asked if the Summit Road had any rights to the same easement. Director Bryce responded that he was not sure if the turnaround for the carriages overlaps this area or not. Howie Wemyss responded that the Summit Road also had the right-of-way for pedestrian access. Chairman Scarinza closed the public hearing at 7:03 pm."

Regular Meeting of the Board Minutes:

Cog Railway Summit Platform Application: "Chairman *(John)* Scarinza stated that there is a requirement that all landowners sign the site plan application and the State of NH is not prepared to sign at this time. *(Board member)* Mike Waddell stated that the application is not complete and the process must be started over. *(Board member)* Scott Rineer asked if the planning board had jurisdiction over the State of NH? John Scarinza said that yes it does because this is a commercial enterprise and not a governmental purpose. Scott Rineer asked if the board was going to enforce all commercial projects on government owned land and John Scarinza responded absolutely. *(Planning consultant)* Tara Bamford asked if the applicant would be willing to withdraw the application until the State of NH is willing to sign as the landowner. Tara also explained that the Board had another month to make a decision on the application to see if the State would be ready by then. *(Cog Railway)* attorney Duval requested a 5 minute recess. Chairman granted his request. The meeting resumed at 7:17 pm. Attorney Duval stated that the applicant recognizes that there is more work to be done with the State of NH and withdraws the site plan application. Chairman Scarinza recommended to the applicant that they apply for a conditional use permit so the process could happen concurrently with the site plan application process.

Mount Washington Railway Company memo dated May 23, 2019: "The memo submitted was requested by the Board at the last meeting in regards to 3 lean-tos that were constructed adjacent to the railroad tracks. *(Board member)* Ed Mellet commented that he didn't think that a site plan review was required but a zoning permit should have been applied for. *(Board member)* Mike Waddell did not agree with the *(Railway)* Attorney Duval's interpretation of the definition of primitive recreation in his memo. Chairman Scarinza read allowed the definition in the zoning ordinance:

3.65 Primitive Recreation: Those types of recreation associated with non-motorized travel, including fishing, hunting, hiking, wildlife study and photography, wild crop harvesting, trapping, horseback riding, tent and shelter camping, canoe portaging, cross country skiing, snowshoeing and mountain biking.

Chairman Scarinza stated that he thought that site plan review was required after reviewing the definition. Mike Waddell made a motion to require site plan review for the 3 lean-to structures constructed on the Mount Washington Railway Company property. Mark Frank seconded the motion. The motion passed 7-1 *(Mellet)*. Chairman Scarinza asked the Attorney Duval if he would like to have a conceptual discussion regarding what the board would like to see in the site plan. John Scarinza stated that it would be important to explain the purpose of the structures. He stated that a good sketch would be important with the setbacks clearly identified. Attorney Duval distributed a photograph of the structures to board members. Chairman Scarinza asked to see information about securing the structures so they don't blow away. Mr. *(Wayne)* Presby stated that the structures are for train customers, hikers, skiers, etc. He stated that the AMC utilized the structures as well."

2019

Cog Withdrawal for Now: *Berlin Daily Sun* reporter Barbara Teatreault's coverage - "The Mount Washington Cog Railway withdrew its site plan application to restore 110 feet of track and construct a new platform on the summit of Mount Washington at Wednesday's meeting of the Coös County Planning Board. The move came after the board indicated it would have to deny the application because it was not signed by the state of New Hampshire, which is the owner of the land. The Cog has a right-of-way easement across the property. In a separate matter, the Cog was also told it must submit a site plan application for three lean-tos it has constructed on railway land at an elevation of approximately 4,000 feet.

The Cog is proposing to restore about 110 feet of track along with steel trestle and a new raised platform. While the Cog owns a 99-foot section of land from the base of the mountain to the summit, the land on the summit circle is owned by the state. When the planning board voted in May to accept the application as complete, Board Chair John Scarinza said the plans indicated the Cog was the owner of the land. Instead, they should have listed the Cog had a right-of-way. Cog Attorney Earl Duval admitted the mistake on the plans but said the issue had been raised at the May meeting. Proceeding with the public hearing, Duval said the wooden trestle and track were removed in 2014 to allow the Cog to install a new switch and siding. Duval said a new steel trestle, track, and platform would be built at their original location, extending beyond the doors of the Sherman Adams building. He said congestion in front of the Sherman Adams building makes it difficult and unsafe to load and unload Cog passengers. The new platform will be built so it is level with the floor of the coach, eliminating the need for steps and providing handicap access. He said the new trestle will be anchored to rock, allowing the Cog to secure trains at the summit despite the wind conditions.

Representing the Mount Washington Summit Road Company, Attorney Christopher Meier said the cog's proposal would effectively crowd out other summit partners and keep that entire area for the exclusive commercial use of the railway. "It would make congestion on the summit significantly worse," Meier said. He said the platform is an entirely new proposal and would block the area in which the Auto Road pulls its vans around for handicapped access. He said Mount Washington Observatory and others also use the area for parking. While the plans show a pedestrian walkway under the tracks, Meier said it would substantially degrade pedestrian access. Meier said the project also lacks the necessary zoning permits. Noting the summit is in an "unusual area protected overlay district", he said the project requires a conditional use permit.

But Planning Board consultant Tara Bamford said the Cog could apply for site plan but any approval would be conditional on obtaining the necessary zoning variance or permits. N.H. Parks and Recreation Director Phil Bryce said he was not taking a position for or against the application. He said he recently met with Duval and Cog President Wayne Presby to discuss being able to get the state's Snow Cat around the new platform. He said he appreciated the Cog's willingness to work with the state to address its concerns. Bryce said parking on the summit is also a concern. Board member Mike Waddell asked Bryce if the Cog's easement was exclusive. Bryce replied that it a right to use the property for railway purposes and the state could grant other access as long as those uses do not interfere with the railway use. Scarinza asked Bryce if the state was willing to sign the site plan application. Bryce said the need for the state to sign the application was new information. He said he could not sign off until he has fully reviewed the project with the N.H. Attorney General's office. "This is the summit of Mount Washington, nothing is simple," observed Waddell.

Scarinza asked Duval if the Cog wanted to withdraw its application or preferred the board take a formal vote. After a brief break, Duval said the Cog preferred to withdraw the application. Scarinza suggested if they submit a new site plan application, the Cog should also apply at the same time for a conditional use permit with the zoning board. He said both processes can go on at the same time. The board then discussed Duval's memorandum on the three lean-to structures the Cog constructed trackside on its own land at approximately 4,000 feet. At the May meeting, Scarinza said he believed the structures required site plan approval. He asked the Cog to either file an application or submit a written memo explaining why the railway felt site plan approval was not required. Duval wrote he believes the lean-tos are allowed as primitive campsites without permit under the zoning ordinance for Coös County's unincorporated places.

Waddell said he did not think the lean-tos met the definition of primitive campsite. The structures have picnic tables, fire pits, and port-a-potties. He said he believed, however, that the planning board would have approved them if the Cog had filed a site plan application. Presby said they are designed to allow backcountry skiers to use as warming huts or to provide shelter from the wind. He said they are open to the public and are used

by day hikers as well. Presby noted they are set on blocks and are not permanent structures. The board voted to require the Cog to submit a site plan application for the lean-tos."

- Reporter Barbara Tetreault in Berlin Daily Sun - Thu, Jun 20, 2019

June 21st

Mt. Washington Commission Meeting: Minutes of Friday, June 21, 2019 meeting at 10 a.m. at Tip Top House, Mount Washington State Park: ***Sewage Treatment Plant.*** Mr *(Seth)* Prescott *(DNCR project manager)* gave a brief on HEB & Underwood Engineers assessment of the sewer pipeline feasibility study. HEB/Underwood considered summer only and year-round operations. They recommend having the wastewater and sewer treatment remain at the summit. Their recommendation is based on: the capital costs of the pipeline project is expected to be greater than the cost of expanding/replacing the summit treatment plant, the staff will need to meet the operational and maintenance challenges, the sewage treatment facilities at the base would be located on private land and would require easements, and additional study is needed for the subsurface disposal of high-strength wastewater. Mr *(Wayne)* Presby *(of the Cog Railway)* suggested considering a pipeline and treatment plant partway down the summit. Mr Prescott said the Cannon sewer pipeline works well in summer, but is a challenge in the winter when the volume of wastewater needed to operate the system effectively is too low. Members discussed the issue further. ***Park Operations:*** Mr *(Patrick)* Hummel *(Mt. Washington State Park)* provided his report on park operations. The first Cog train arrived on the summit on May 11th. The bathrooms were opened for that run with the Sherman Adams Building opened for the season on May 25th. Planned improvements include the Tip Top House, trash and recycling bins, improve interpretive displays, and hire a Plant Maintenance Engineer. ***Cog Railway.*** Mr Presby said they are celebrating their 150th anniversary. They continue to work on replacing the entire line of rail. MWC Chair Mr *(Walter)* Graff *(of Appalachian Mountain Club)* will call for another meeting to enable summit partners to work together on issues, as suggested by Sen *(Jeb)* Bradley. Agenda items include the carrying capacity study, the contract differences between the MWObs and the Cog, and the Cog's extension of its rail tract at the summit. He said the MWC needs to step-up and advise the Dept of Natural and Cultural Resources on these issues. ***Adjourn.*** The meeting adjourned at 12:05 p.m. The next meeting is at the call of the Chair." The rest of the meeting as reported in the press follows:

Yankee Replacement Recommended:

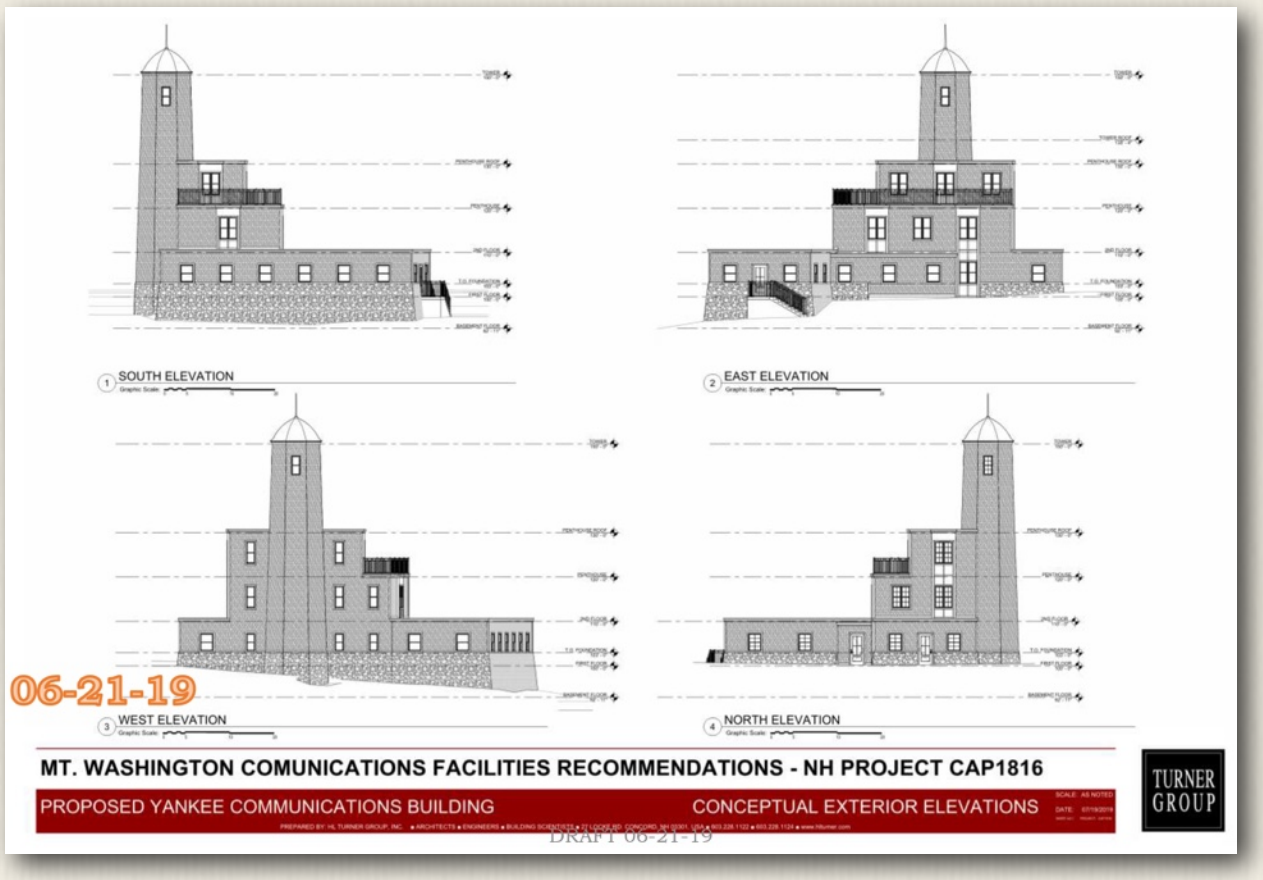


Berlin Daily Sun reporter Edith Tucker's report on meeting - "A consultant is recommending the Yankee Building *(right)* on the summit of Mount Washington be replaced. The Mt. Washington Commission met on Friday, June 21, in the historic Tip-Top House in Mt. Washington State Park. The bulk of the Commission's meeting was listening to and giving feedback to the draft assessment report of the state-owned 1940 Yankee Building that is the communications hub in the State Park. The report was prepared by the H. L. Turner Group of Concord for the N.H. Department of Natural & Cultural Resources, that oversees the state park system. Turner Group's senior vice president Bill Hickey explained that they had consulted with its sister company, Turner Building & Science & Design, as well as Green Mountain Communications, All-Points Technology Corp., Lee Carroll Consultants, and SFC Engineering. The firm also retained retired State Park manager Mike Pelchat of Gorham. In Oct. 2017, the Executive Council approved a $187,636 contract with the Turner Group.

"The work has involved seven major tasks, including assessing the Yankee Building plus its fire protection and fire alarm systems, surveying the 21 tenants, understanding factors that could affect radio broadcast and other communications systems and coming up with a preliminary cost of reconstructing the building plus replacing the two towers: Armstrong and RCA Equipment. The eighth and final task remains to be done: completing plans for the proposed summit site plan, reconstructed Yankee Building and new tower. The building has been "repurposed" a couple of times and does not meet specific tenant needs, including security, particularly important for Homeland Security, state police and other law enforcement. Moisture penetrates the structure. Wood

stored in its basement workshop would fuel a fire if one started, and the state fire marshal's office notes that there has been a history of fires on the summit. "It's not 'if' but 'when," say those familiar with the building. Both an automatic water-based sprinkler system and a chemical system would likely have to be installed, since communications equipment is not designed to withstand water. The current fire notification system is also inadequate.

"There are other problems: there is no way to dissipate the heat generated by the various mechanical systems that accumulates in the building during the summer, jeopardizing the sensitive equipment. In the harsh conditions typical much of the year, flying ice chunks hit outside equipment, tearing through protective covers. More tower space is needed to accommodate more cell service gear and greater vertical separation is required. There a gap in emergency transmissions to the north, because a key tower is too short. Mt. Adams (5,774 ft.), and Mt. Madison (5,367 ft.) are in the way, leaving no path to reach the equipment installed at Milan Hill State Park. Park visitors are now able to walk far too near to sensitive equipment.



"Although the consultants looked at all other options, they strongly recommend that the Yankee Building be demolished down to the first floor, retaining the basement, and then reconstructed on its present site — determined to be the best location. The two-step process would deal first with the North Wing, which would be reconstructed as a two-story building with a small penthouse and a tower, possibly 50 to 70 feet tall with fiberglass shielding. Then the South Wing would be torn down and reconstructed as a single-story building. The summit's oldest two towers would also be demolished. Wood storage would be relocated. Ten microwave dishes would be protected from the weather. Some on hand wanted to be sure that the new Yankee Building's height would be kept below the summit's natural height of 6,288 feet.

"The Turner Group noted that communications equipment would have to be carefully moved to temporary quarters. The cost of new building materials has risen sharply. But the Yankee Building itself would likely be erected on site utilizing precast modular pieces. Cog president Wayne Presby offered to bring them up on the Cog, which is in the process of being re-railed with heavier track. The figure included in the report for "contingency costs" likely will have to be increased. The short summer season and the cost of working in a remote location makes all construction costs higher than elsewhere. The Turner Group's rough estimate is just under $12.9 million over five years.

"Sen. Bradley, who has experience dealing the state's capital budgeting process, pointed out that the total capital dollars borrowed over a two-year cycle tends to be in the $120 to $125 million range. "This sum is designed not to hurt the state's credit rating," he explained. "Setting priorities is always difficult, but we've had good success with Hampton Beach, Mt. Washington, and Monadnock." There are other high-priority items,



however: a partially-funded Career and Technical Education project needs funding as well as a new $10 million biology center at UNH. Bradley said that if the Yankee Building project, roughly outlined is a "go," then it must be ready for the Gov's budget in Aug. or Sept. 2020, no matter who is in the Corner Office. It would then be presented to the Finance Committees in Oct. or Nov. 2020. "Just looking at the rough numbers, we're talking $15 million over two capital budgets — $7.5 million in each biennium — for a total of four years," Bradley estimated. "That's about 6% of each of these two capital budget requests." Without being specific, Bradley issued a strong warning to Commission members. "If we want everyone to understand this project's economic value to the state, then everyone has to be on the same page, working together and cooperating," Bradley stated.

"The Observatory recently filed a law suit against the Mt. Washington Cog Railway, which has tried to assert some rights on the summit which it has not claimed for some years. It also allegedly vacated an agreement to fund the Obs' Discovery Museum. The suit was filed by McLane Middleton Professional Association of Manchester, the law firm of longtime Obs trustee Jack Middleton of Freedom. Auto Road general manager Howie Wemyss of Randolph currently serves as the chair of the Obs' board of trustees.

"Information was also presented by Seth Prescott of DNCR and a consultant from Underwood Engineers on data and studies designed to find how best to handle the ever-increasing need for greater septic capacity, thanks to a growing number of tourists. No final conclusions have been reached, but Bryce asked both to meet with Cog president Wayne Presby to hear his suggestions. Chairman Walter Graff, senior vice president of the Appalachian Mountain Club, suggested that the Commission meet over the summer in order to handle its heavy workload. He, like Bradley, urged the Commission members to work together in partnership.

"Rep. Wayne Moynihan, a Democrat of Dummer and retired lawyer, who was appointed by Speaker Steve Shurtleff, was welcomed to his first meeting. He replaces Rep. Karen Umberger, a Republican of Kearsarge who is a retired USAF colonel, and lost her seat in Nov. 2018. Commission member Paul Ingersoll of Berlin, a former state representative, continues to represent the public, as do Laconia lawyer Paul Fitzgerald and retired engineer Ed Bergeron of North Conway, both of whom are closely associated with the Mt. Washington Observatory. Bergeron served for six months in 2014-2015 as the Obs' interim executive director. For a number of years, Fitzgerald chaired its board of trustees."



Susan & Wayne Presby, "Sylvester Marsh" and Wayne's brother, David Presby pose for a picture. David recently sold his company - Presby Environmental to Infiltrator Water Technologies of Connecticut. (2019)
- Edith Tucker Photo

June 22nd

150th Anniversary Celebration (Public): "Join us for a celebration of the Mount Washington Cog Railway and its history of 150 years of operations. With special presentations about the railroad history, food, drinks and a fireworks show to WOW, it's sure to be a celebration for the ages! This is a special ticketed event. Availability is extremely limited. The cost of admittance to the night of festivities is as follows:

Adult – $75.00 Child (4-12) – $50.00

THERE IS NO TRAIN RIDE INCLUDED WITH

THIS EVENT TICKET."

THOMPSON AND MESERVE'S PURCHASE — Wayne and Susan Presby *(right)* of Littleton threw an elegant and festive gala last Saturday, June 22, to celebrate the 150th anniversary of the historic mountain-climbing railroad in the Marshfield Base Station plus an adjacent tent. Many members of the Presby family that now own the famous tourist attraction were on hand, as well as Cathy and Joel Bedor of Littleton, who until recently were part of the Cog's management and ownership teams. An unplanned event — a hiker unable to complete his journey to the summit who was given a ride down the Cog to safety — reminded everyone that the Cog has long been used to aid those needing help.

District I Executive Councilor Mike Cryans of Hanover was also on hand, though after speaking had to leave early to attend his 50th Littleton High School reunion. Cryans described the June 19 Governor and Council meeting in the State House, at which Gov. Chris Sununu presented the Presbys with an official commendation marking this significant anniversary. Susan Presby read aloud the governor's commendation, which noted that in 2018 more than 125,000 people rode the Cog up to the 60.3-acre Mount Washington State Park at the 6,288-foot summit in Sargent's Purchase. House Speaker Steve Shurtleff, North Country representatives of the state's two U.S. senators — Jeanne Shaheen and Maggie Hassan — were on hand, as well as Reps. Henry Noel of Berlin and Rep. Mike Furbush of Colebrook. Wayne Presby thanked the many Cog employees for their efforts and dedication over the years that have kept alive the remarkable dream of Sylvester Marsh, the railway's innovative founder who designed and patented its rack and cog system. A reunion was held for all Cog employees, past and present, the following night, June 23.

Cog brakeman Tom Lane of Twin Mountain served as the emcee, introducing various speakers and a panel of some of those who produced a commemorative coffee-table book in both hard and soft-cover, selling for $50 and $25, respectively. They included Pam Sullivan of Sullivan Creative; project manager Rebecca "Becky" Metcalf, a Cog employee; and former *Coös County Democrat* editor Eileen Alexander, who wrote the text. Photographer Jay Philbrick of Philbrick Photography of North Conway, who shot photos at the Cog for two years, was unable to be present. The book — described as a "photographic essay" — was physically produced in New England, at the New Hampshire Bindery in Bow. The book's introduction was penned by Shaheen. "Amazing!" the senator wrote. "A small word, but one that encompasses so much emotion, and the word used most often by visitors from around the world to describe their trip on the historic Mount Washington Cog Railway."



White Mountains Attractions president Charyl Reardon at Cog gala (2019) - Edith Tucker photo

Charyl Reardon, who was named president of the White Mountains Attractions in March to succeed the retiring Jayne O'Connor, pointed out that a century and a half is a long time for a company to thrive. "I Googled notable businesses launched in 1869, and there are only a handful still in business: Campbell Soup, Heinz 57, Goldman Sachs and the Jelly Belly Co. What wonderful company to be in!" She noted that 45 years ago, the Cog was an early supporter of regional marketing. "All the owners of the Cog have helped to enrich the White Mountains … and have played an important role in the Association's mission of sustainable tourism growth and providing visitors with a memorable experience so they will return for generations," she said.



Some Presby family members rode up the Cog train — the M1 diesel locomotive *Wajo Nanatassis* and No. 1 coach — that was sent up the tracks at 7 p.m. to help Lt. Mark Ober of District 1 Fish and Game, organize a rescue of hiker Mike Couch, 46, a partial-leg amputee *(right)* from Indiana, who had hurt his back while using crutches to

try to climb Mt. Washington on the Jewell Trail. "Having the ability to utilize machinery to assist in a search and rescue is a luxury that is almost never available, so when this situation presented itself we were extremely lucky to have the ability to request assistance from the Cog and have them respond so quickly," Ober noted. "I can't thank them enough for their willingness to help."

- Reporter Edith Tucker in Conway Daily Sun - Sun, Jun 25, 2019



Rescue & Party!: The New Hampshire Fish & Game Department issued the following press release: "Cog Railway Assists in Evacuating Injured Hiker - At approximately 6:00 p.m., a call was received by Fish and Game reporting that a hiker on the Jewell Trail in Thompson & Meserves Purchase, had suffered an injury to his back and was not able to continue. The hiker, identified as Michael Couch, 46 of Atlanta, IN is an amputee who was attempting to hike to the summit of Mt. Washington as an effort to raise money for his foundation: Lost Limbs Foundation. Couch had made it to a location near the junction with Jewell Trail and Gulfside Trail when the injury occurred. The GPS coordinates placed him 1 ½ miles from the summit of Mt. Washington and approximately 3 miles from the Base Station. Knowing that a carryout was going to be arduous no matter what route was taken, a call for Search & Rescue volunteers was made and several members from both the Pemigewassett Valley Search & Rescue (PEMI SAR) and Androscoggin Valley Search and Rescue (AVSAR), responded. "Carrying an injured person is far more taxing going uphill than going down, so the plan was to carry Couch down the Jewell Trail," said Fish & Game Lieutenant Mark Ober. "However seeing that the Cog Railway tracks were about ½ mile from the injured hiker, I decided to make a call to inquire about the possibility of mechanical assistance. Little did he know that the Cog Railway was in the middle of their 150th Anniversary celebration. "Wayne Presby and his staff didn't hesitate a bit when I called and asked if it was possibility to use one of the Cog trains to rescue this hiker," said Lt. Ober. "Even with all they had going on as part of their 150th Anniversary, I briefed them on the situation and they located an engineer and brakeman and within an hour the train was taking up a crew of rescuers." "Having the ability to utilize machinery to assist in a Search and Rescue is a luxury that is almost never available, so when this situation presented itself we were extremely lucky to have the ability to request assistance from the COG and have them respond so quickly. I can't thank them enough for their willingness to help in this situation."





The train departed the base station at approximately 7:00 p.m. and dropped off the rescuers at 7:53 p.m. The hiker was packaged in the litter and back to the train by 8:45 p.m. From there he was brought down on the train to the Base Station arriving at approximately 9:15 p.m.

- Rescue photos courtesy of Samantha Presby

June 23rd

150th Anniversary Celebration (Employee): The Mount Washington Cog Railway and the Presby Family want to invite all past & present employees of the Mount Washington Cog Railway to a gathering in honor of the 150th anniversary of the Mount Washington Cog Railway, on June 23rd, 2019 at the Marshfield Base Station. This private event will run from 5:00 PM to 10:00 PM. Attendees can expect: Food & Drinks; Special



presentations surrounding the history of the Cog Railway; A spectacular display of fireworks; Special limited-edition gift package; Music & entertainment. The cost of admittance to the night of festivities is as follows: Adult – $75.00 / Child (4-12) – $50.00 THERE IS NO TRAIN RIDE INCLUDED IN THIS PRICE!

Wayne Presby, Cogger Art Poltrack and Cog Kid Jitney Jr spoke to the assembled Coggers. Art Poltrack remembering those, like Bob Kent, who had recently died along with the good times shared by those in the Next Generation of workers. Jitney Jr. *(left)* brought greetings from a Cog party held 60 years before with a pair of poems by MC Jitney and outlined some of the material found during the Jitney Years project.

July 2nd

Call of the Commission Chair Confirmed: "This message is to confirm the meeting of the Mount Washington Commission scheduled for Tues, Aug. 6, 2019 at 10 a.m. at the Tip Top House."

- email Wednesday, July 17, 2019

July 22nd

Cog Files Countersuit: "Things are heating up on a mountaintop that has often been the coldest place in the world. After the Mt. Washington Observatory led a lawsuit against the Cog Railway on June 3 at Coös Superior Court alleging breach of contract and harassment based on false claims of ownership on the Mt. Washington summit, the Cog has filed a counterclaim. On Monday *(7/22)*, Earl Duval, attorney for Cog Railway owner Wayne Presby, led the counter-action that alleges it was the Observatory that broke the agreement. He asks the court to award the Cog damages for breach of contract and to issue orders restraining the Observatory from interfering with Cog operations, requiring it to remove signage "defaming the Cog," and declaring that the museum agreement both parties entered into in 2009 is null and void and no payments from the Cog to the Observatory are required.

The Observatory's four-count complaint against the Cog arises out of what it argues is a breach of contractual obligation to pay the Observatory $1 each of the Cog's ticketed passengers in exchange for those passengers not having to pay a separate admission charge to enter the Observatory's museum on the summit. The Observatory seeks to have the court require the Cog to make payments through the 2023 tourist season and declare the Cog's limited property rights on the summit as a "protective measure given the Cog's past attempts to retaliate against the Observatory by asserting nonexistent property rights and restrictive covenants as a means of interfering with the Observatory's ongoing operations."

In 2013, the Cog and Observatory, along with the Mt. Washington Auto Road, which is also a party to the museum agreement, agreed that the Observatory would establish a campaign to raise $1 million to fund major renovations at the museum. The money raised created the Extreme Mt. Washington Museum, which debuted in 2014. The Observatory allowed the Cog's ticketed passengers to visit the summit museum without paying a separate admission charge and in return the Cog promised to pay the Observatory $1 per customer beginning in 2010. The agreement renews automatically for up to three more five-year terms unless a party provides advance written notice terminating the contract. The Observatory charges the Cog with not making payments for 2017 and 2018 - when the Observatory concludes the Cog each year transported more than 100,000 ticketed passengers to the summit - and with not providing written notice to terminate the museum agreement, which was automatically renewed for additional five-year terms in 2014 and 2019, and for refusing to pay going forward.

In its counterclaim, the Cog admits it did not make payments in 2017, but argues it was not required to do so and it provided written notice of its intent to terminate the agreement in 2016 "as a result of the Observatory's material breach of the museum agreement." The Cog alleges the Observatory failed to adequately staff the museum to accommodate additional guests generated by the museum agreement, failed to charge admission to all others seeking access to the museum as required, failed use the funds in the restricted account for summit museum display maintenance and replacement as required, and said it was not always open when its trains ran

to the summit and the trains did not always travel to the summit when weather prohibited them. "When the Cog terminated the contract, the Observatory began charging its customers for entry into the museum," alleges Duval, adding "such actions acknowledged the termination of the museum agreement." Presby also seeks reasonable attorney's fees and costs associated from the lawsuit. The lawsuit and counter-suit come after mounting disagreement as to the extent of rights and easements on the state-owned summit between the Cog and the Observatory and the Cog and Auto Road."

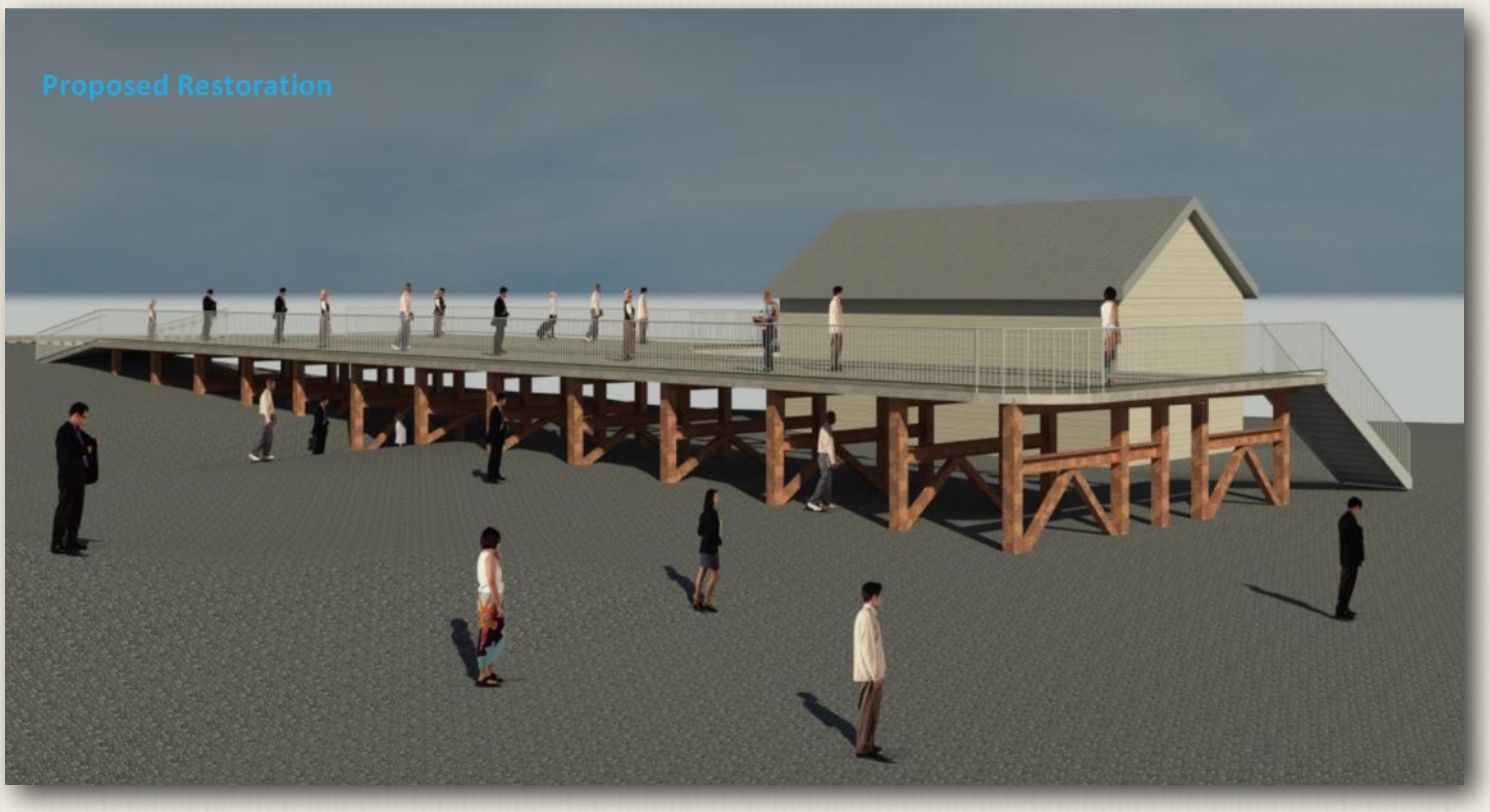
- Caledonian Record - Sat, Jul 27, 2019 pg. 1 & A10

July 31st

A Format for Mt. Washington Commission Meeting: From: Walter Graff, Chair: "As requested at our last meeting this meeting will focus on the State's future proposed development of the summit. In particular, we will be reviewing the Cog Railway's proposed rail line extension at the summit in order to provide advice to the Department of Natural and Cultural Resources. To facilitate an organized and effective discussion, I ask that only members of the Commission sit at the main table. All other attendees may take their seats in the general seating area. For both the presentation and field tour, I request that Commission members be recognized by the Chair before speaking and address the Chair directly with any comments or questions. I may open the floor for public comments at my discretion and if time allows. The purpose of this process is to ensure that the information from the presentation and the comments and questions from Commission members is productive and helpful in determining the Department's next steps. As I said at the last meeting, following similar comments from Senator Bradley, this is an important time for us to be working together to resolve our differences. We all have a responsibility as Commission members to ensure the best possible future for Mount Washington State Park. Thanks and see you on the Summit."



Members of the Mount Washington Commission make a field review of hte location for the Cog Railway's proposed 140-foot long summit line extension on Tuesday (Aug 6, 2019)
- Photo by Edith Tucker / Berlin Daily Sun

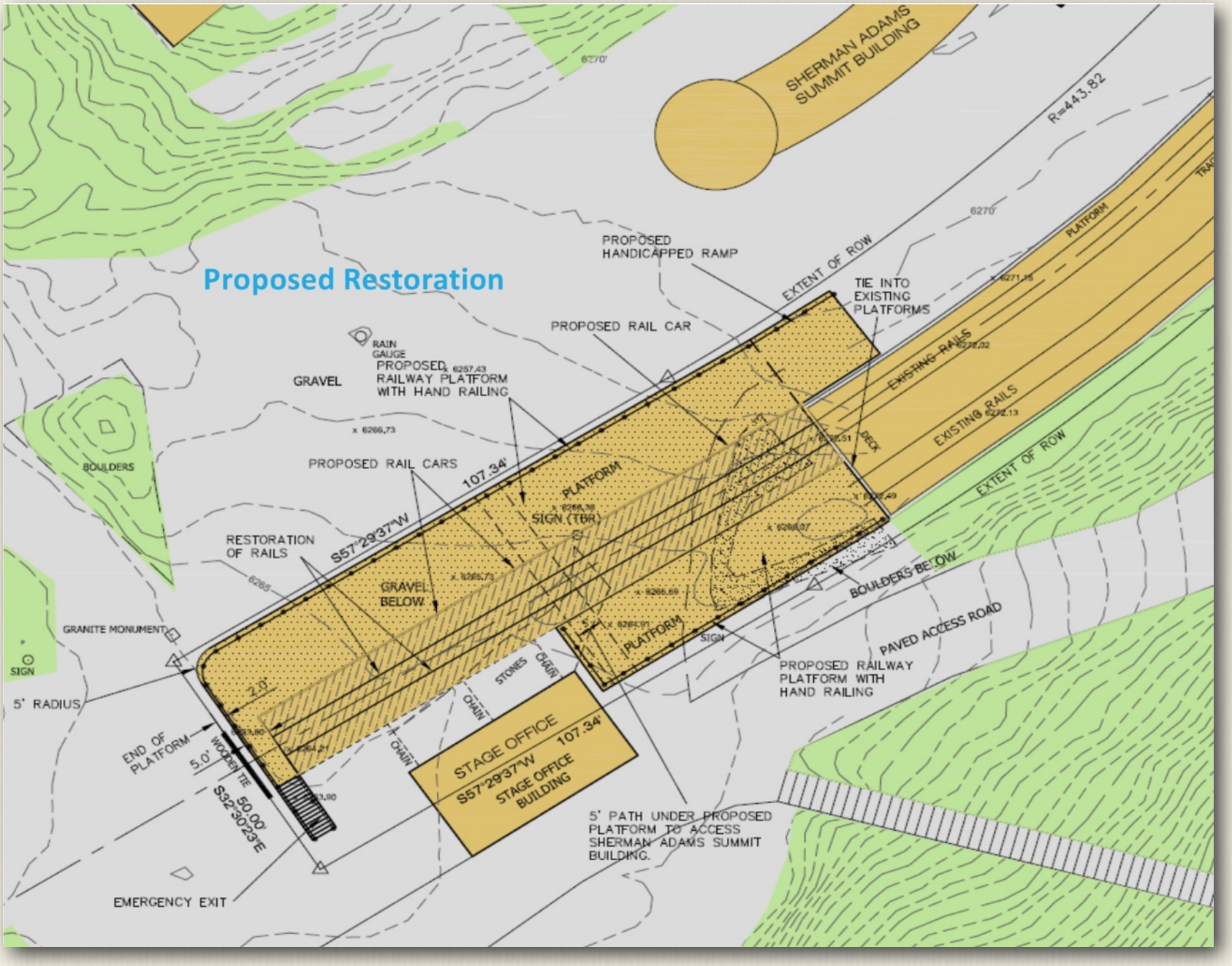


August 6th

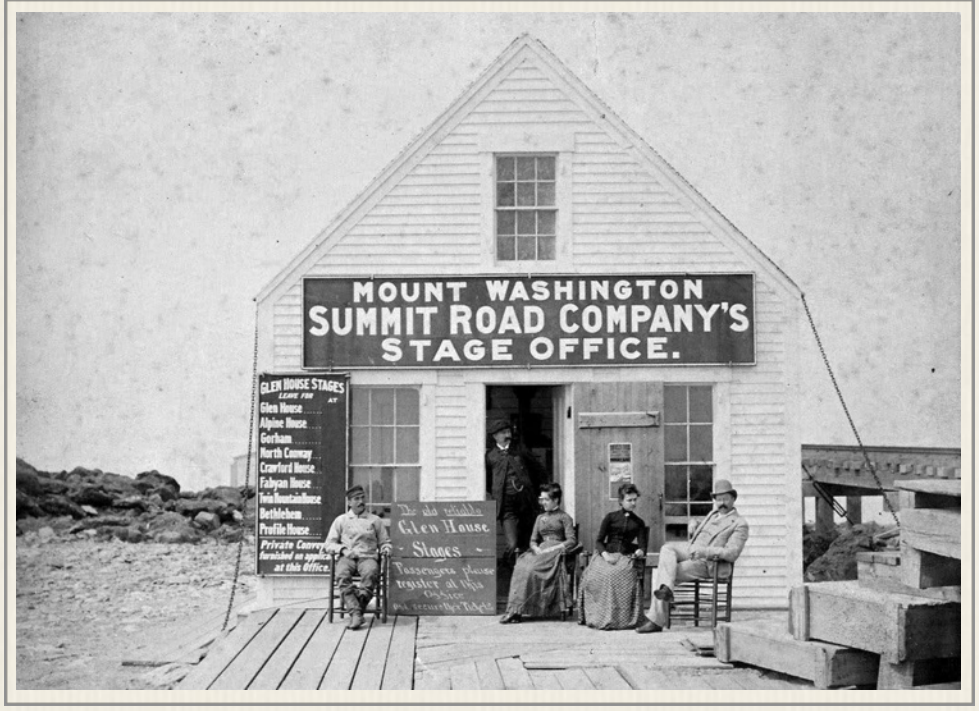
Mt. Washington Commission Meeting Minutes: "Mr Ingersoll moved to accept the minutes of June 21, 2019, seconded by Sen Bradley. The minutes were approved as written. ***Capital Improvements. Sewage Treatment Plant.*** Mr Prescott gave an update on the sewage treatment plant upgrades recommended by Underwood Engineers, including replacement of the diffusers to address the nitrification issue and to increase operational efficiency. ***Master Plan. Communications facility.*** DNCR received Mr Bergeron's concerns regarding the potential impact to the Observatory's weather instruments caused by the proposed height increase of the Yankee Building. Dir Bryce said the department is reviewing HL Turner's final report on the Yankee Building assessment.

Cog Railway summit rail. Messrs Presby and Duvall presented Mt Washington Cog Railway's "Restoration of Track" proposal, see Presentation posted on the MWC webpage. The concept is to restore the length of the summit track by 120-ft. to what existed prior to the track being shortened when the summit switch track was completed. The purpose of the restoration is to eliminate congestion, allow for easier entrance/exit for passengers, ability to fasten the train to the trestle/platform in case of emergency or weather event, ADA compliant ramp, and improved safety of loading/unloading passengers. The restoration includes a platform and ramp that enables riders to more easily load/unload from the cars. See slides p. 5-7 for schematic, scale and rendering. Members discussed the proposal. Mr Wemyss is concerned about the structure's mass, impact on parking, foot access to the summit and width of the pathway. Mr Ingersoll asked if there could be storage and vehicles parked under the structure. Sen Bradley asked about the approval process and Cog's easement. Mr Brooks, MWC's counsel, said the statute authorizes the MWC to advise the DNCR Commissioner on state-owned property, including the bundle of rights held by the State such as the overlay of the easement. Ms Perlow, DNCR's counsel, said she would advise DNCR to consider whether the proposal is an unreasonable use of the Cog easement. Dir Bryce said the Coös County Planning Board is reviewing the Cog's application for Sit Plan Review and is asking for a response from DNCR as the summit landowner. Dir Bryce does not want Parks to be the arbitrator of the summit rights; he looks to a decision of the State. Mr Fitzgerald asked if the Cog plans to install a restaurant/bar car. Mr Presby said there are no plans for a restaurant/bar car, but his answer is not definitive for the future. Attendees discussed the details of the structure. Comm Stewart asked about the s.f. of the original platform. Dir Bryce asked the Cog to confirm the scale of the proposed platform, including its height and bulk. Mr Kirsch asked about the steel base that will be high enough for people to walk under. Construction would occur May 15-June 1, 2020. Ms Schilling asked if there would be enough room for the snowcats to reach the Sherman Adams Building. Mr Presby said some of the rock outcropping could be removed. Members and attendees went outside for a field review. Members and attendees returned to the meeting room. Mr Graff said the MWC needs to complete its master planning process. Mr Presby said the track restoration was envisioned in the master plan. Sen Bradley asked about the length between the existing track to the end of the proposed track. Mr Presby answered 120-ft. Mr Kirsch asked if the platform could be lowered. Mr Presby said he is willing to consider it, but that the trains work on gravity to start moving. Mr Presby was asked to provide a rendering that shows the track straight on, a perpendicular shot rather than wide angle. The State needs to consider the "reasonableness" of the Cog proposal as it relates to the Cog's rights. Mr Graff thanked Mr Presby and Mr Duvall for the presentation. Any additional comments should be sent to the attention of Commission Stewart and sent to Ms Tango-Lowy. Mr Brooks cautioned against members conducting "electronic" meetings/discussions via email. The comments should stay with Parks and be provided to members at the next MWC meeting. Comm Stewart thanked everyone and looks forward to receiving the commission's feedback. She asked that members think holistically of the visitor experience 25 years out: the infrastructure needs and how to accommodate the summit needs.

Commission Field Review News Story: By Edith Tucker: "Almost all of the 12 members of the Mount Washington Commission were on hand on Tuesday *(8/6)* morning in the historic Tip-Top House to hear attorney Earl Duval of Duval, Kasnick & Thompson, LLC, of Concord present the Cog Railway's proposal to restore a length of its track. The proposal was listed on the agenda as the Cog's proposed "summit line extension." Duval started his PowerPoint by referring to what the Cog maintains is its rights-of-way, including its long 99-foot-wide ROW, that is reduced in size to 50 feet in width near with the Summit House that existed in 1962 to its terminus (end). The platform that the Cog proposes to build on that ROW would add 140 feet to the length of existing track in front of the Sherman Adams Building, which boasts a 25,000-square-foot footprint overall. The proposed platform, which would have a 5,000-square-foot footprint, is designed so that the track would be placed two feet below the platform, allowing passengers to enter and exit at grade, making it



more efficient and safer, plus compliant with the Americans with Disabilities Act. The new track, designed to be occupied by two locomotives and passenger cars at once, would help eliminate passenger congestion in front of the Sherman Adams Building. The structure would be constructed of steel, securely fastened to the summit cone with earth anchors. Not only would it be designed to support the heavy trains, each with a passenger load of 70, but also to withstand winds of up to 230 mph. Components of the steel structure would be manufactured off-site, transported to the summit on a Cog flatcar and assembled on-site. This would allow work to begin in mid-May with an estimated completion date by June 1, 2020. Duval's slide show/talk included a number of historic photographs of the Cog Railway and its past platforms and trestles in front of the three-story Summit House that could accommodate 150 hotel guests, all of whom slept in its two steam-heated upper floors. The ground level had public spaces, "and in the center a great, generously-filled coal stove." In answer to a question posed by chairman Walter Graff, senior vice president of the Appalachian Mountain Club, vice chairman Wayne Presby, president of the Cog Railway, said that the proposed platform would not be able to handle all the Cog trains each day.



Stage Office seen with Cog tracks on the right
- Cog Railway photo



"Probably two-thirds of the trains," Presby explained. "Some (off-loading and re-loading of passengers) would still take place as now."

"A land grab," is what commission member Howie Wemyss, general manager of the Mount Washington Auto Road, called the Cog's proposal. A lot of parking spaces would be lost as well as "quite a change" to access to the summit that the Auto Road has enjoyed since 1975. The platform will be approximately 11 feet above the ground and 2 feet above the tracks in order to be ADA compliant, making it far more noticeable and obtrusive than if it were built lower. Presby noted, however, that vehicles could be parked under the track structure and high-demand storage units place there.

Both attorney Allen Brooks of the state Attorney General's Office, who represents the commission, and attorney Jill Perlow, also of the AG's Office, who represents the N.H. Division of Natural and Cultural Resources, tiptoed around the previously contentious topic of stakeholders' rights on the summer. Brooks noted that he had issued a written report and did not intend to add to his comments. There is an "interface between the state-owned park and its bundle of rights" and the Cog Railway, he said. The commission will be looking at whether it can recommend that its proposal is "not unreasonable." The Coös County Planning Board for the Unincorporated Places was not willing to consider whether to permit the project unless the Department of Natural and Cultural Resources did not have an objection. "The planning board did not want to be the arbiter," Duval explained. The Cog has not filed for site plan review. The commission does not control the easement; it can only provide advice, Brooks explained.

Attorney Paul Fitzgerald of Laconia, a public member closely associated with the Mt. Washington Observatory, said that rumors have been flying that the Cog plans to place a bar car and/or a gift shop car on its tracks at the summit. He asked if this was true. Presby replied that there is no actual plan but that would not preclude those possibilities at some time in the future. Commission members pointed out that the scale of the human figure in the rendering of the track structure was very obviously "out-of-scale" since the steel beam over his head is supposed to be 11 feet above the ground. Thus, a person 5 feet, 6 inches tall would only fill half the available space. Presby readily agreed he would have the rendering redrawn.

The commission made a field review of the proposal, looking closely at the gravel area on the summit on which Presby would like to erect the Cog structure. Parks employees had placed orange cones to mark the location where the Obs' and park's snowcats would have to travel to reach the Sherman Adams Building and where loose boulders might have to be moved. The congestion in front of the Cog passenger cars was easy to see as well as how many vehicles and vans are parked near buildings. When the commission reassembled inside the Tip-Top House, Graff said that this proposed project reminded him how important it is to have an updated master plan so the commission would operate on an ad hoc basis. "We're talking about the future of the summit itself," he said. Division of Natural and Cultural Resources Commissioner Sarah Stewart also spoke of the state's long-range responsibility to care for and preserve and protect its outstanding natural and cultural heritage. The commission will likely meet again next month at a date to be determined. Presby said he is willing to make any feasible changes to the Cog's proposal."

- The Berlin (NH) Sun - Wed, Aug 7, 2019

September 12th

M-7 Makes the Grade: Michelle Authier posts photos of the brand new diesel locomotive M-7 making its first trip *(next page)* to the summit on the *Mt. Washington Cog Railway: We Worked There* page.

September 25th

Mt. Washington Commission Meeting: A meeting of the Mount Washington Commission is confirmed for Wed, Sept 25, 2019, at 10 am at Franconia Notch State Park HQ. Lunch will be provided immediately following the meeting.





Public member Paul T. Fitzgerald's Reaction to Cog Platform Proposal:
"I think the project proposed at the meeting by Wayne Presby has both advantages and drawbacks and that any discussion concerning it should move forward in a manner designed to maximize the advantages (particularly those to the visiting public) and minimize the drawbacks. Since joining the Commission many years ago, I have been guided by the first principle enunciated in the 1969-1970 Report and Master Plan which was summarized as: "The summit should be restored and preserved in its natural and historic state, devoting only so much of the public land to buildings and improvements as is necessary and desirable to accommodate the needs and uses of visitors, commercial and scientific activities, and the State and private employees." (Report, page 140). Consequently, I tend to favor as little additional development or construction on the summit as possible and, whenever feasible, the removal or reduction of existing structures with the exception of those having true historic value such as the Tip Top House, stage office and existing trestle. However, I do see two distinct advantages to moving the primary tourist train loading and unloading locations away from the current, frequently congested location immediately adjacent to the Adams building. I also see an advantage to a platform structure that would allow for more expeditious loading/unloading of passengers as described. It seems to me, however, that these goals can probably be achieved with something less than the 5,000-foot elevated platform which makes up the current proposal. While [cannot be certain of it until actual construction takes place, it does seem that such a structure would create a situation where the predominant feature of the summit from the visitors' viewpoint would be a train track and platform as opposed to a visitors' center, historical structure or natural environment. It appears that the current platform design was prepared by structural engineers with an eye toward surviving the harsh mountain environment but I am uncertain that it was conceived or reviewed by individuals familiar with issues relating to organization and movement of pedestrian queues. I also would not be in favor of any agreement which would allow the parking of a railroad car on the summit in a permanent or semi-permanent fashion to be utilized for food service, beverage service or the equivalent of a gift shop. The primary justification for any extension of the track and the building of a platform was to move loading/unloading activities away from their current location and the use of a car for these purposes would seem to be at odds with that goal. I am fearful that the present design, while conferring a benefit on the Cog and its customers, will negatively otherwise impact the visitor experience, the historic stage office and the overall ambience of the state park. However, I do not feel that the concept of the platform structure or its functional equivalent should be simply rejected out of hand. I would, instead, encourage the Cog to redesign its proposal, perhaps with input from appropriate pedestrian consultants, to achieve a solution in keeping with the report citation above and the goal of creating a better state park environment."

- Letter via email - Aug 13, 2019



Paul T. Fitzgerald
- Fitzgerald Family Collection

Auto Road Reaction to Platform Proposal: "The Mt Washington Cog Railway has submitted a proposal to the Mount Washington Commission that would allow the railway to greatly expand their occupation of the summit. While euphemistically titled "Restoration

of Track", this proposal, if allowed, would enable the railway to expand their occupation of the summit in a way that excludes the other summit entities and the public from using this area, would adversely affect the visitor experience by shrinking the already small summit area available and would enable even more overcrowding of the summit and public facilities. Although they displayed a rendering to attempt to show the scale of this undertaking, that rendering was highly inaccurate as was pointed out by several commission members. While their stated goals for building this addition are to alleviate congestion, added safety and ADA access, the rumors coming from railway employees include a permanent café car, retail car and even overnight accommodations. When presented with that likelihood at the last Commission meeting, Wayne Presby did not refute it, he simply said those items were not part of the current plan. There are a number of specific negative outcomes that would result from this railway expansion.

1. Loss of historic access for guests who drive to the summit and hikers coming from the east side trails. The railway's hastily added pedestrian tunnel would not work at 5 feet wide, 50 feet long and needing a trench into the ground for head clearance.

2. Loss of at least 8 parking spaces on the summit cone.

3. Very dramatic visual effect due to the shear mass of this platform at 11 feet high at the south end surrounding and dwarfing the historic Summit Stage Office.

4. Danger to railway passengers exposed to high southwest winds as they come off the train 11 feet above the ground.

5. Loss of operating area for winter snow-cats arriving at the summit. There simply is not enough room with the expanded platform going south and west of the Stage Office.

Many of us on the Commission and members of the public who are aware of this latest proposal from the railway wish that the State of NH would take charge of their summit property. In 2018 the Commission's legal advisor from the Attorney General's office stated in a lengthy and thorough document that the State does indeed own the majority of summit and certainly the parts in question now. The railway continues to refute that in vague statements but offers no proof to the contrary. In order for this proposal to go forward, the State of NH as the underlying landowner will have to agree that the railway proposal is in the best interests of the State Park, the public and other partners on the summit. It is not. This proposal is in the best interests of only one entity, the Cog Railway. This proposal should be turned down outright by the landowner. If the State needs the advice of the Mount Washington Commission I believe that will be forthcoming even though it should be unnecessary. Should this proposal gain acceptance at the State level, the next step will be for the railway to submit a Site Plan Review to be conducted by the Coös County Planning Board. To date my company has spent thousands of dollars unnecessarily to fight for our rights on the summit. We are sure we have a strong case to stop this proposal at the county planning level on several zoning regulation deficiencies. I sincerely hope this is not necessary and that the State concludes this project should go no further and states their opposition to it at the next commission meeting if not before. A Summit Partner, Howie Wemyss, General Manager"

- Letter to Commissioner, NH Natural & Cultural Resource Dept - Aug 30, 2019

New Master Plan First, Please: The NH Nature Conservancy chapter, The Society for the Protection of NH Forests and the Appalachian Mountain Club combined their thoughts on the Cog proposal into one letter: "(R)egardless of the nature or appropriateness of this specific proposal from the Mt. Washington Cog Railway, we believe that any further development on the summit needs to be guided by an up-to-date master plan. The Mt. Washington Commission has over the years and most recently in 2013, discussed the need for a new summit master plan, and in 2013 even took some steps to begin exploring what such a process might entail (see these notes and these notes from the December 13, 2013 meeting). But unfortunately, no progress has been made to date to initiate a master planning process, meaning that the almost fifty-year-old 1970 plan remains the only guidance document for development on the summit. This most recent proposal from the Mt. Washington Cog railway for further development on the summit underscores the need to have a new masterplan; one that definitively determines the scope of deeded rights, and that will assure the appropriate balance between development, safety, resource protection, and the visitor experience, including those attaining the summit using muscle power (hiking, biking, skiing, etc.). We encourage you and your staff to work with the Mt. Washington Commission to begin a master planning process, and in the interim to institute a moratorium on further development on

the summit, excluding what may needed for immediate safety, health, or resource protection."

- Letter of Sep 23, 2019

Mt. Washington Mt. Observatory Reaction to Platform Proposal: "***Precipitation Data Integrity and Safety.*** The Observatory collects precipitation at a location only a short distance from the proposed structure. The dimensions and location of the structure proposed are such that they will influence the wind flow pattern at the precipitation collection location. As you know, the longevity and reliability of its meteorological data are central to the reputation and integrity of the Observatory, and to the work it does every day promoting Mount Washington and the Mount Washington State Park throughout New England and nationally. The dimensions and location of the proposed structure also could compromise the ability o f weather observers to have reliable, safe access to the precipitation collection location, including in light of the traffic risks addressed in item 3, below. The information provided to the Commission by Mr. Presby does not address these issues. The Observatory requests that the Commission direct Mr. Presby collect and present such data before the Commission acts in connection with the Cog proposal. If the supplemental information provided by the Cog indicates that constructing the proposed structure will negatively influence data integrity or safety, the Observatory asks that the Commission further direct the Cog to explore and present its analysis and conclusions regarding alternatives that would mitigate all identified problems. If the Commission acts in a manner that would authorize the Cog to proceed or recommends that the Cog be authorized to do so, and the then current analysis indicates that the proposed structure is likely to influence the integrity of the precipitation data collected by the Observatory, we ask that any construction authorization granted to the Cog include a schedule that permits the Observatory an opportunity to collect data to determine whether another adequate precipitation collection location exists on the Summit. Based on previous analyses, the Observatory believes it could complete a parallel location analyses in one year.

Summit Winter Access. As presented to the Commission, the proposed structure would seriously impede and likely prevent safe winter snow vehicle access to the Sherman Adams building. The ability of vehicles to reliably gain access to the Sherman Adams building is especially important in winter, when Summit staff are isolated and weather conditions regularly present safety risks. While we understand that Mr. Presby proposes to address this problem generally by further modifying the summit through some combination of excavation, earth moving and grading, the Observatory respectfully requests that the Commission direct the Cog to provide: (i) details o f all such proposed modifications to summit conditions, presented under the signature o f an appropriately licensed professional; and, (ii) an evaluation of alternative structures and proposals that would not require, or, would require fewer or less significant modifications to the existing topography of the summit. We ask that the Commission not act favorably on any proposed structure that poses obstacles to safe winter access to facilities on the summit.

Summit Access Generally. As presented to the Commission, the proposed structure would impede and possibly prevent full-sized vehicles (such as the busses, trucks and vans) that regularly deliver staff, equipment and supplies to the summit to safely pass by each other. That lack of sufficient space would be exacerbated by the fog and winds that frequently occur on the summit. Based on Mr. Presby's presentation, it appears that at least some summit pedestrian traffic would be directed to and likely concentrated in the same confined area that also would present the greatest risk to vehicle passage. When combined with the current volume of summit visitors who frequently collect near or pass through that area, the proposed structure would significantly increase the risk posed to drivers and pedestrians on the summit. In light of the prospect of increased summit visitor volume, and in particular, the type of concentrated volume that occurs when multiple trains discharge passengers at the summit, this risk would increase in the future, The information presented to the Commission by Mr. Presby did not address any of those dangers. The Observatory respectfully requests that the Commission direct the Cog to undertake sufficient traffic and pedestrian safety studies in connection with any proposal it advances. Further, we suggest that such studies include discussion and analyses of alternatives that incorporate elements designed to mitigate or eliminate such risks, and that the analyses and conclusions be prepared by an appropriately licensed traffic professional.

General Comments and Principles. The Observatory respectfully submits that in evaluating this and other proposals that would entail significant changes to the summit environment of Mount Washington, the

Commission should adhere to principles expressed in the original 1969-70 Report and Master Plan. Central among those principles was the following, which appears at page 140 of the Master Plan. Indeed, it was in response to that principle and the request of the State ofNew Hampshire that the Observatory moved from its former summit facility, which was then razed, and agreed to occupy a portion of the Sherman Adams building. While some of the information presented to the Commission by Mr. Presby could be interpreted as addressing that principle, it does not do so directly or adequately. We request that the Commission ask the Cog to provide a written explanation to the Commission that addresses the following questions. Whether, and, the extent to which the proposed structure is necessary; whether, and, if so, how the proposed structure accommodates or will influence the needs and uses of each of the principal categories of summit visitors [Cog passengers, Auto Road customers and hikers]; whether, and, if so, how the proposed structure accommodates the needs and uses of commercial activities; whether, and, if so, how the proposed structure accommodates the needs and uses o f scientific activities at the summit; and, whether, and, if so, how the proposed structure accommodates the needs and uses of State and private employees on the summit of Mount Washington."

- Letter by email only - Sep 23, 2019

THIS MEETING HAS BEEN CANCELLED. Due to the number of MWC members who cannot attend and the legislative members being called into Legislative Session on the budget tomorrow, this meeting has been cancelled and will be rescheduled.

- Email - Tuesday, September 24, 2019 at 3:21 PM



https://mbaction.com/jumping-a-train-on-a-mountain-bike/

October 3rd

Jumping a Train: "Freeride Mountain Bike World Tour star Carson Storch has prepared for 2019's Red Bull Rampage in Utah on October 25 by making a fun descent to help celebrate The Mount Washington Cog Railway's 150th anniversary. Here is all you need to know:

Oregon native Storch's ability to ride on slick downhill trails, challenging freeride terrain and big mountains has made him a household name in the MTB world and on the Freeride Mountain Bike World Tour. Ahead of another shot at Red Bull Rampage glory, Storch filmed for five days on Highland Mountain Bike Park trails (in Northfield, N.H.) for the latest RAW 100 series installment (involving the Cog.) Built by Sylvester Marsh in 1869, The Cog Railway was the world's first-ascending railway system – running from the base of Mount Washington to the 6,288-foot summit – and has become one of New England's biggest attractions with over 80,000 visitors every year. In celebration of the Cog Railway's 150th anniversary, Storch made the first-ever (sanctioned) bike descent along the famous tracks while trail builder Knight Ide worked with Storch to fabricate a 45-foot hip at the base of the railway to gap the historic train. The 26-year-old explained: "It's always nice when you get it good the first try. After that, it was crazy integrating the train into the picture, because it blocks off a lot of sight. I couldn't see the landing from the run in, or the end of the flat drop so I just had to trust my speed and wait until I was in the air over the train to see where I was going to land. I've been going to Highland pretty much every year since 2012. Seeing the railway and the old coal trains in action is like taking a step back in time. It's what this country was built on and getting a taste of how they operate is rad." Next up, Storch will aim to improve on his best Red Bull Rampage placing of third in 2016 when he landed the best trick award for a superb step down 360 drop."

- Mountain Bike Action webpage / posted Oct 3, 2019

November 7th

Sylvester's Stormy Hike & Corporate Beginnings: "Rob Bermudes will be leading a talk in celebration of 150 years since the inception of the Cog Railway on Thursday, Nov. 7, from 6 to 7:30 p.m. in the Ham Room of the Conway Public Library. Rob summarizes the story as follows: 'Mr. S. Marsh visited the White Mountains in Aug. 1857. Ascended the mountain on foot, he was overtaken by storm and night, and lost his way, finally stumbling on to the Tip Top House nearly exhausted. He at once saw the necessity of an easier and safer way to ascend the mountain, and being impressed with the fact that travel to the top of Mount Washington was just in its infancy, he set himself to the work of devising some easier and safer method of ascension. The years 1857 to 1866 form the bulk of the years Marsh controlled the destiny of his railway. Before the Cog reached halfway up the mountain, the Cog's financiers pushed Marsh out of any meaningful responsibility with the company, leaving the Railway's inventor, founder, and creator as nothing but a corporate figurehead.'

To pay homage to Marsh's inventiveness and tenacity, as well as the Cog's 150th anniversary of carrying paying passengers to the summit, Rob will speak on several topics from his upcoming *Historical New Hampshire* article on the creation story of the Cog, 'Crazy Man' Sylvester Marsh, and the Origins of the Mount Washington Railway. Bermudes holds a bachelor's of science in engineering and a master's in U.S. history. An engineering manager for a Fortune 500 company by day, and researcher of New Hampshire history topics by night, he has published articles on early New Hampshire photographer Samuel A. Bemis, and the second newspaper published on Mount Washington, the Mount Washington Daily News. The past editor of *Historical New Hampshire*, Rob has been researching the history of Mount Washington and the White Mountains for decades."

- Conway Daily Sun - Oct 24, 2019



Our last train of the 150th season has returned to the station and its passengers helped us wave goodbye to 2019. Thank you all for another great year. We look forward to reopening in April. (Nov 30, 2019)
- Mt. Washington Cog Railway phototo

November 30th

Took the Last Train to Waumbek: "Saturday is our last day, we are not open on Sunday Dec 1. It sure is a nice day on the side of the mountain today."

- Mount Washington Cog Railway Facebook page

2020

January 9th

Alternative Dispute Resolution Completed: Coös Superior Court Judge Peter H. Bornstein had ordered mediation efforts be undertaken to settle the breach of contract civil lawsuit - Mount Washington Observatory v. Mount Washington Railway Company (Case 214-2019-00074) be completed by February 1, 2020. The two sides would report back to the judge on April 24, 2020 during a trial management conference ahead of possible jury selection on May 8, 2020 for a trial later that month. On January 9th, *Cog Clatter* publisher Jitney Jr. learned from Observatory lawyer Jack Middleton that the case had been settled in mediation. The settlement was confidential, but Middleton said he was "pleased" - thought the agreement would be "very good for the OBS" and hoped that "the war is over" between the two parties.



Here's Adam putting the finishing touches on our new custom built, 4500 lb snowblower. Starting this season, we'll be running all winter up to our Waumbek Station at just under 4000'. The snow blower will keep the track clear for those trips as well as for our track crews, who work on the mountain all winter long. (2020)
- Mt. Washington Cog Railway photo

January 21st

Maintenance in Berlin: The Mount Washington Cog Railway Facebook team takes its followers over to Berlin: "If you've ever wondered what goes on at The Cog over the long New Hampshire winter, well, take it from us - there's a lot of work to do to get ready for the resumption of train operations in the Spring. For instance, this morning we drove up to our Winter maintenance facility in Berlin, NH to visit a few of our custom built biodiesel locomotives, and to check in with the extraordinarily talented crew getting them ready for the season. Take a look!"

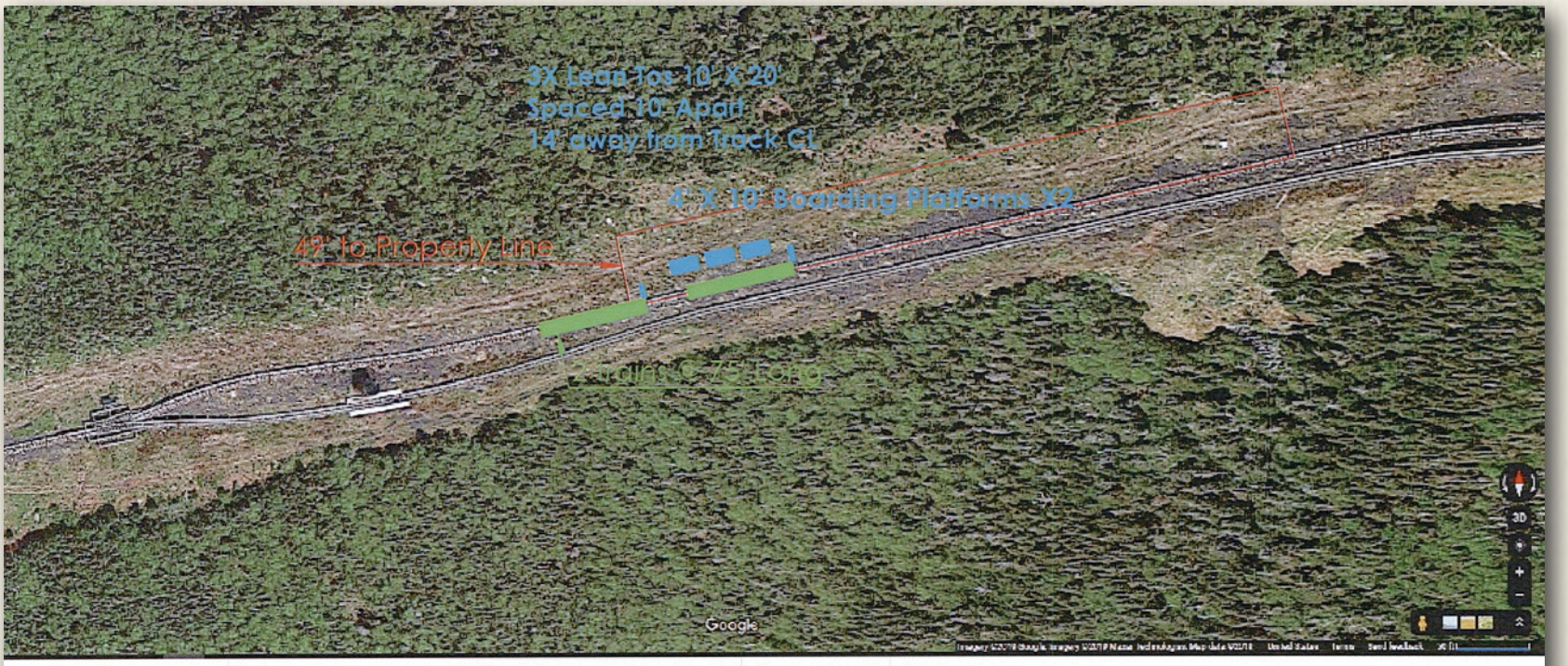
January 22nd

Rerailing Project Update: Mount Washington Cog Railway Facebook thread: "***David Huber:*** Can you update us on the rail replacement progress? ***Mount Washington Cog Railway:*** As of this morning as we watched the track crew heading up the mountain, we have rerailed just under 30% of the 3.25 mile route. Roughly 4600' of lightweight 25lb rail has been replaced by heavyweight 100lb rail. As a result, we're able to eliminate the high maintenance wood sidepieces beneath the lightweight rail, reducing the amount of routine track work required after the brutal winter weather and providing for a smoother, quieter ride. The project is on schedule to be completed by mid-2021

Warming Huts & New Cog Shop: "The Coös County Planning Board meets on January 22, 2020 at 6:00 p.m. at the North Country Resource Center, Lancaster, N.H. to consider the following applications submitted by the Mount Washington Railway Company: 1. Site Plan Review for three 10 ft. x 20 ft. lean-tos at Waumbeck Junction, Tax Map 1605-11; and, 2. Site Plan Review and Conditional Use Permit pursuant to Section 4.06(c)3. of the Coös County Zoning Ordinance for construction of a new 26,000 sq. ft. maintenance facility at the Railway Base Station, 3168 Base Station Road, Tax Map 1605-10 in Thompson & Meserve's Purchase. ***Minutes:*** Present from the Board: John Scarinza – Chair; Jennifer Fish – Clerk; Mike Waddell, Rep. Troy Merner, Scott Rineer – Vice Chair, Ed Mellet, Tom Brady, Mark Frank, Tom McCue, Leon Rideout and Mark Frank

Construction of three lean-tos:

Attorney Earl Duval gave a brief description of the lean-tos. There is no new or increased use for the lean-tos that have already been constructed. Mr. Duval stated that the purpose of the lean-tos is to provide protection from the elements for train passengers, hikers and skiers. The lean-tos are open to the public. The applicant requested several waivers for submission requirements. The board reviewed the waiver requests and the checklist for submission requirements. Chairman Scarinza asked if there were any deed restrictions or easements. Mr. Duval answered that the land is owned in fee and there are no restrictions. It was noted that the requirement for



Waumbek Junction Lean To Layout Approx. Dimensions

a survey plan drawn by a surveyor or engineer will be waived. There will be no plan recorded at the Registry of Deeds office. A motion was made by Mike Waddell and seconded by Mark Frank to approve the requested waivers and to accept the application as complete. All voted in favor.

The public hearing was opened at 6:37 pm. David Govatski of Jefferson stated that he appreciated the planning board and applicant for completing the after the fact site plan. Mr. Govatski stated that he had no objections. John Suitor, employee of the Mt. Washington Railway Company stated that he appreciated that the lean-tos are available to shelter train passengers and employees in case of emergencies. Chairman Scarinza asked about bales of hay or straw used around the bottom of the lean-tos. Mr. Presby stated that he believed it was straw that was used to create a barrier around the anchors. Chairman Scarinza asked that the applicant ensure that straw is used to prevent invasive species from inhabiting the mountain. There were no other questions or comments. The public hearing was closed at 6:42 pm

Mark Frank made a motion to approve the site plan with the following conditions;

1) that a building permit be obtained from the State Fire Marshal if required
2) Bales of straw are used around the bottom of the structures.

Scott Rineer seconded the motion. There was no further discussion. All voted in favor

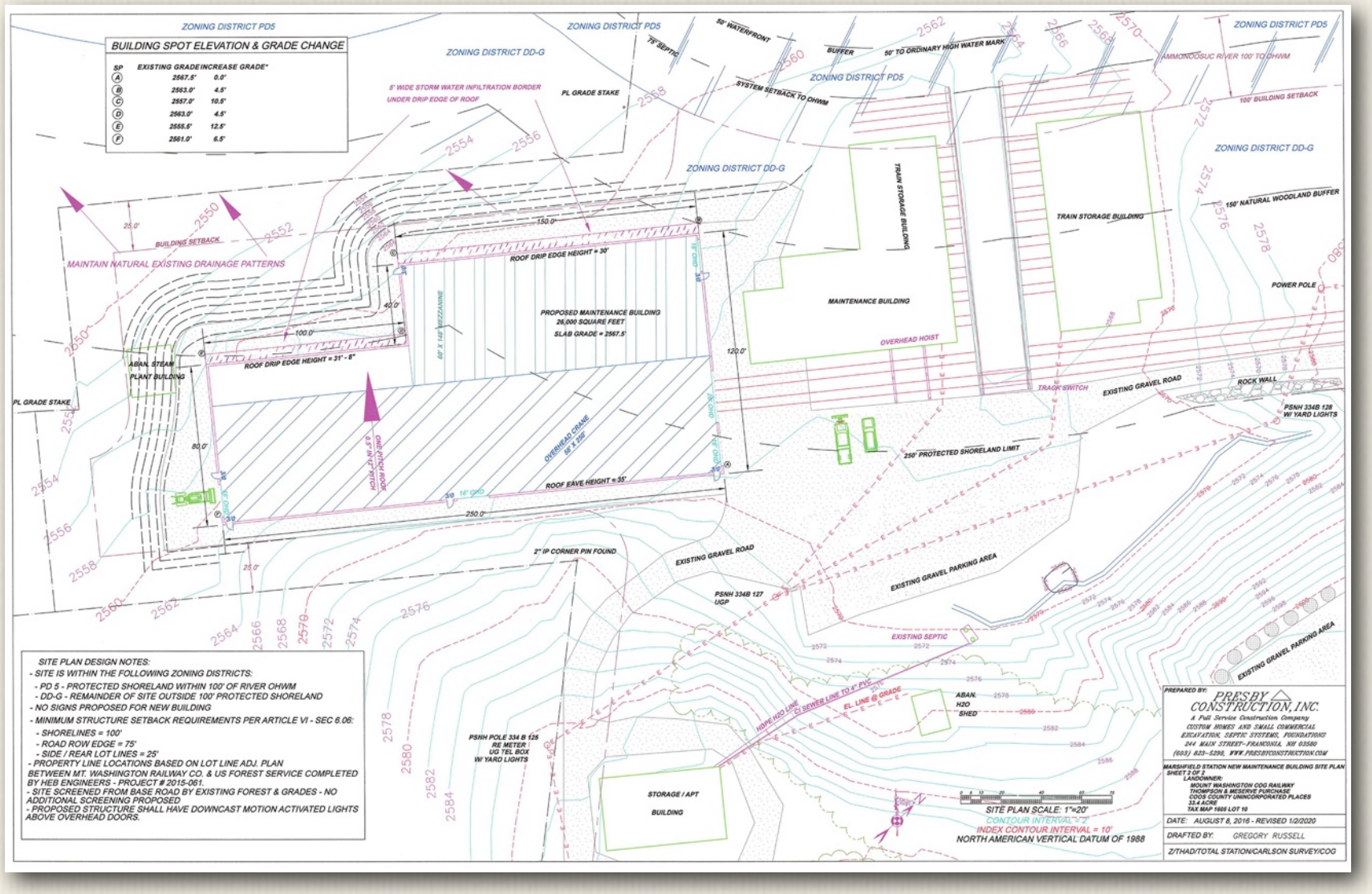
Construction of a new 26,000 sq. ft. maintenance facility:

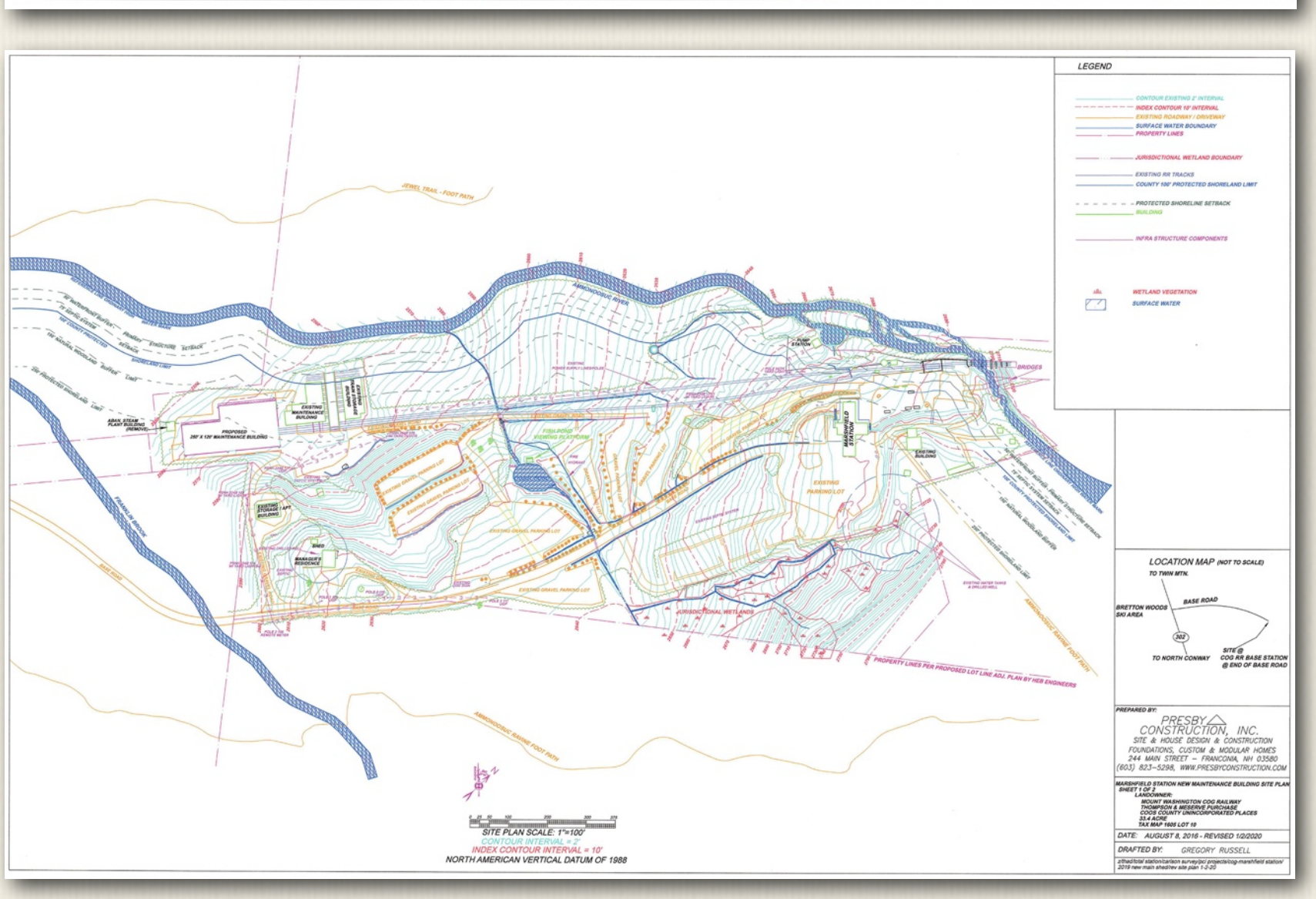
Attorney Duval gave a brief overview of the site plan application for a new maintenance facility at the base station. Greg Russell discussed in more detail the proposed facility and storm water management plan. Chairman Scarinza asked Attorney Duval about if he contacted the Ammonoosuc River Local Advisory Committee to review the plans and the Shoreland Protection permit application. Attorney Duval stated that it would be on the agenda for the committee's February 5th meeting. It was stated that the committee will have the opportunity to comment on the plan during the NH Shoreland Protection permit application process.

Tara Bamford stated she had a concern that a licensed engineer has not reviewed the plans being submitted particularly that no opinion has been given that the plan meets the County's storm water requirements. The County's regulations require that a licensed engineer sign off site plans. There will be no document recorded at the Registry of Deeds office. The applicant requested several waivers for submission requirements. The board reviewed the waiver requests and the checklist for submission requirements. Leon Rideout made a motion to approve the requested waivers and accept application as complete. Mark Frank seconded the motion. There was no further discussion. All voted in favor.

Tom McCue asked if the boundary line adjustment plan prepared in 2015 by HEB Engineers had been completed. It states that the U.S. Forest Service Tract 14, Ex. 2 & Tract 462, Ex. will be conveyed to the Mt. Washington Railway Co. Mr. Presby stated that it was still in process and a memorandum of understanding

2020


BUILDING SPOT ELEVATION & GRADE CHANGE
SP EXISTING GRADE INCREASE GRADE*
A 2567.5' 0.0'
B 2563.0' 4.5'
C 2557.0' 10.5'
D 2563.0' 4.5'
E 2555.5' 12.5'
F 2561.0' 6.5'
ZONING DISTRICT PD5
ZONING DISTRICT DD-G
5' WIDE STORM WATER INFILTRATION BORDER UNDER DRIP EDGE OF ROOF
PL GRADE STAKE
75' SEPTIC
50' WATERFRONT
BUFFER
50' TO ORDINARY HIGH WATER MARK
SYSTEM SETBACK TO OHWM
AMMONOOSUC RIVER 100' TO OHWM
100' BUILDING SETBACK
150' NATURAL WOODLAND BUFFER
TRAIN STORAGE BUILDING
MAINTENANCE BUILDING
OVERHEAD HOIST
POWER POLE
MAINTAIN NATURAL EXISTING DRAINAGE PATTERNS
BUILDING SETBACK
PROPOSED MAINTENANCE BUILDING
26,000 SQUARE FEET
SLAB GRADE = 2567.5'
ROOF DRIP EDGE HEIGHT = 30'
ROOF DRIP EDGE HEIGHT = 31' - 8"
ROOF EAVE HEIGHT = 35'
60' X 140' MEZZANINE
OVERHEAD CRANE 50' X 250'
ABAN. STEAM PLANT BUILDING
TRACK SWITCH
EXISTING GRAVEL ROAD
ROCK WALL
PSNH 334B 128 W YARD LIGHTS
250' PROTECTED SHORELAND LIMIT
2" IP CORNER PIN FOUND
EXISTING GRAVEL PARKING AREA
PSNH 334B 127 UGP
EXISTING SEPTIC
HDPE H2O LINE
CI SEWER LINE TO 4" PVC
EL. LINE @ GRADE
ABAN. H2O SHED
PSNH POLE 334 B 125 RE METER UG TEL BOX W YARD LIGHTS
STORAGE / APT BUILDING
SITE PLAN DESIGN NOTES:
- SITE IS WITHIN THE FOLLOWING ZONING DISTRICTS:
- PD 5 - PROTECTED SHORELAND WITHIN 100' OF RIVER OHWM
- DD-G - REMAINDER OF SITE OUTSIDE 100' PROTECTED SHORELAND
- NO SIGNS PROPOSED FOR NEW BUILDING
- MINIMUM STRUCTURE SETBACK REQUIREMENTS PER ARTICLE VI - SEC 6.06:
- SHORELINES = 100'
- ROAD ROW EDGE = 75'
- SIDE / REAR LOT LINES = 25'
- PROPERTY LINE LOCATIONS BASED ON LOT LINE ADJ. PLAN BETWEEN MT. WASHINGTON RAILWAY CO. & US FOREST SERVICE COMPLETED BY HEB ENGINEERS - PROJECT # 2015-061.
- SITE SCREENED FROM BASE ROAD BY EXISTING FOREST & GRADES - NO ADDITIONAL SCREENING PROPOSED
- PROPOSED STRUCTURE SHALL HAVE DOWNCAST MOTION ACTIVATED LIGHTS ABOVE OVERHEAD DOORS.
SITE PLAN SCALE: 1"=20'
CONTOUR INTERVAL = 2'
INDEX CONTOUR INTERVAL = 10'
NORTH AMERICAN VERTICAL DATUM OF 1988
PREPARED BY:
PRESBY CONSTRUCTION, INC.
A Full Service Construction Company
CUSTOM HOMES AND SMALL COMMERCIAL
EXCAVATION, SEPTIC SYSTEMS, FOUNDATIONS
244 MAIN STREET - FRANCONIA, NH 03580
(603) 823-5298, WWW.PRESBYCONSTRUCTION.COM
MARSHFIELD STATION NEW MAINTENANCE BUILDING SITE PLAN
SHEET 2 OF 2
LANDOWNER:
MOUNT WASHINGTON COG RAILWAY
THOMPSON & MESERVE PURCHASE
COOS COUNTY UNINCORPORATED PLACES
33.4 ACRE
TAX MAP 1605 LOT 10
DATE: AUGUST 8, 2016 - REVISED 1/2/2020
DRAFTED BY: GREGORY RUSSELL
Z/THAD/TOTAL STATION/CARLSON SURVEY/COG


LEGEND
CONTOUR EXISTING 2' INTERVAL
INDEX CONTOUR 10' INTERVAL
EXISTING ROADWAY / DRIVEWAY
SURFACE WATER BOUNDARY
PROPERTY LINES
JURISDICTIONAL WETLAND BOUNDARY
EXISTING RR TRACKS
COUNTY 100' PROTECTED SHORELAND LIMIT
PROTECTED SHORELINE SETBACK
BUILDING
INFRA STRUCTURE COMPONENTS
WETLAND VEGETATION
SURFACE WATER
JEWEL TRAIL - FOOT PATH
AMMONOOSUC RIVER
FRANKLIN BROOK
PROPOSED 250' X 120' MAINTENANCE BUILDING
EXISTING MAINTENANCE BUILDING
EXISTING PARKING AREA
EXISTING STORAGE / APT BUILDING
MANAGER'S RESIDENCE
EXISTING GRAVEL PARKING LOT
EXISTING PARKING LOT
JURISDICTIONAL WETLANDS
PROPERTY LINES PER PROPOSED LOT LINE ADJ. PLAN BY HEB ENGINEERS
AMMONOOSUC RAVINE FOOT PATH
SITE PLAN SCALE: 1"=100'
CONTOUR INTERVAL = 2'
INDEX CONTOUR INTERVAL = 10'
NORTH AMERICAN VERTICAL DATUM OF 1988
LOCATION MAP (NOT TO SCALE)
TO TWIN MTN.
BASE ROAD
BRETTON WOODS SKI AREA
302
TO NORTH CONWAY
SITE @ COG RR BASE STATION @ END OF BASE ROAD
PREPARED BY:
PRESBY CONSTRUCTION, INC.
SITE & HOUSE DESIGN & CONSTRUCTION
FOUNDATIONS, CUSTOM & MODULAR HOMES
244 MAIN STREET ~ FRANCONIA, NH 03580
(603) 823-5298, WWW.PRESBYCONSTRUCTION.COM
MARSHFIELD STATION NEW MAINTENANCE BUILDING SITE PLAN
SHEET 1 OF 2
LANDOWNER:
MOUNT WASHINGTON COG RAILWAY
THOMPSON & MESERVE PURCHASE
COOS COUNTY UNINCORPORATED PLACES
33.4 ACRE
TAX MAP 1605 LOT 10
DATE: AUGUST 8, 2016 - REVISED 1/2/2020
DRAFTED BY: GREGORY RUSSELL

agreement has been signed between the 2 parties. The transfer will be completed prior to construction.

Chairman Scarinza opened the public hearing at 7:30 pm. There were no comments. The public hearing was closed at 7:31pm.

Mike Wadell made a motion to approve the site plan with the following:

Prior to final approval the following conditions must be met:

1) A conforming compliance letter submitted to the Planning Board from a licensed engineering stating that the plan will function properly and meet the County site plan requirements.

. 2) A Shoreland Protection Permit is issued by NH DES.

Prior to the start of construction the following conditions must be met:

3) The land transfer from the U.S. Forest Service is completed and recorded at the Registry of Deeds.

4) A building permit issued by the NH Fire Marshal's Office

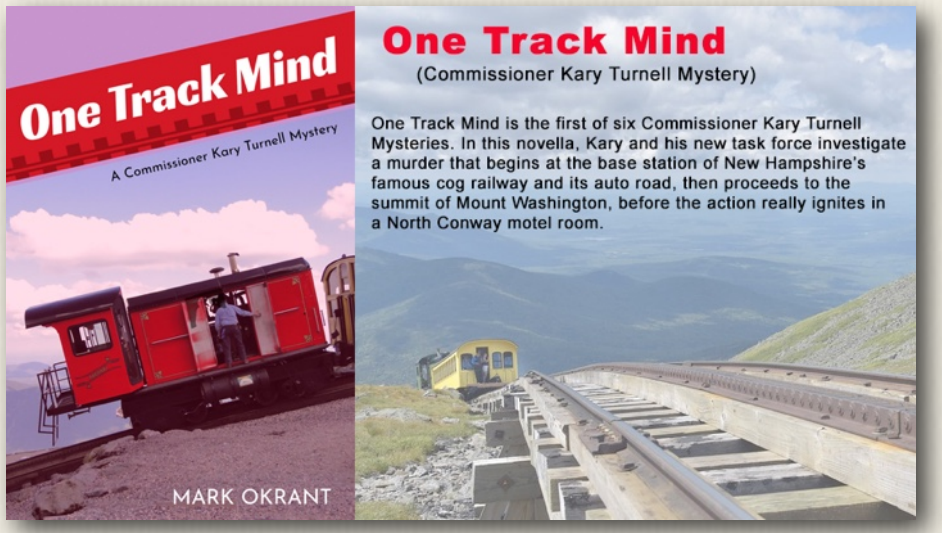
Prior to the connection of water the following condition must be met:

5) A septic design is approved by NH DES.

Leon Rideout seconded the motion. There was no further discussion. All voted in favor.

January 27th

Cog Murder-Mystery Novella: *Union Leader* correspondent John Koziol checks with New Hampshire author Mark Okrant: "Kary Turnell, the peripatetic, crime-solving "man in the fedora," is poised to have a big year in 2020, with his creator penning him into cases throughout New Hampshire, including Concord, Wolfeboro, Manchester and the Seacoast and Monadnock regions, too. Turnell is the creation of Mark Okrant, who in 1979 at the then-Plymouth State College created the first academic tourism program in the Granite State. Before and since his retirement in January 2016, Okrant has combined his love of writing, tourism and New Hampshire in murder mysteries of various length and form. Most recently, Okrant has embarked upon a series of six novellas, issued by Concord-based Plaidswede Publishing, that began late last year with *"One Track Mind,"* which has Turnell investigating a murder on the Mt. Washington Cog Railway. Last month, Okrant released *"A Thief in the House,"* which has Turnell pursuing the bad guys at the Beaver Meadow Golf Course, State House and McAuliffe-Shepard Discovery Center. On or about April 1, Okrant expects to release *"Long Walk, Short Deck,"* most of which takes place aboard the MS Mount Washington cruise ship that plies Lake Winnipesaukee. "I decided to write this series for two reasons," Okrant said during an interview at his home. The first is to give Kary Turnell fans "more to read about their favorite investigator," while, more broadly, the second is to offer visitors and residents alike "a chance to acquaint or reacquaint themselves with some of New Hampshire's favorite places." Although born and raised in New London, Conn., Okrant is a self-acknowledged New Hampshire homer who believes there is nothing better than living in the Granite State, other than the occasional murder that can be solved only by a clever academic, turned sleuth, not entirely unlike himself. A member of the New London High School Class of 1965, Okrant enlisted in the Army National Guard after graduation and later attended Southern Connecticut State University in New Haven where he earned both his bachelor's and master's degrees in geography. He headed west to Oklahoma State University, where he earned a doctorate degree in geography. He taught at South



One Track Mind promotional blurb from author's website (2020)
- Okrant Collection



Author Okrant with Turnell's fedora (2020)
- Union Leader photo

Dakota State for three years, also working briefly as a data analyst for the Hamden, Conn., Police Department before being hired at Plymouth State. There, Okrant used the scientific method to identify and quantify the importance of tourism to New Hampshire and made recommendations on how best to attract visitors. He conducted research for 26 years, including 20 for the state's Joint Promotional Program. Gratitude for his being welcomed into the nascent field of New Hampshire tourism by its first leaders was the inspiration for his creative output that celebrates the state, said Okrant. Okrant's sole aim is to promote the Granite State, going so far as to put a full-page bookmark in his works, complete with map and checklist, of all the places where Turnell has operated. Modern tourism, he explained, is about "storytelling," and fostering an emotional response that brings a place "to life" in the minds of potential visitors. Okrant's storytelling, he said, "puts a face, in this case Kary Turnell's, on a place and destination."

- NH Union Leader - Mon, Jan 27, 2020





Walking into Marshfield engine shop, dating back to 1896, is like entering a time capsule. It's always particularly fascinating to see our newest locomotive, M7 Kenison (2019) parked right next to our oldest steamer, MW2 Ammonoosuc (1874)
- Mt. Washington Cog Railway photo

February 1st

Meanwhile Back at the Base: Last week we drove up to Berlin NH to check in on some of our biodiesel engines. Yesterday *(1/31)* we stayed closer to home, down at the Marshfield engine shop, to see what's going on with our steamers. Take a look!

February 6th

Cog & The Zombie Apocalypse: The Mount Washington Cog Railway Facebook team passes along a Cog mention from UndeadWalking.com - a fan page for the TV show *The Walking Dead*. "For a little humor: The Cog helps NH rate as the 21st state to survive a zombie apocalypse. Sarabeth Pollock writes: "New Hampshire is known for some great skiing, which is great when you don't have zombies all over the slopes. The ski lifts might be useful in getting around, floating above the zombies on your

way up and down the mountains. (That is, if you can run generators) There's also the Mount Washington Cog Railway that could be useful. While it just goes up and down Mount Washington, it could be a great way to escape zombies. Trains could be a great resource in the apocalypse, especially if you can find a steam engine."





March 3rd

The Snow Blower Cometh: Cogger Steve Comeau captures the arrival *(above)* of the new snowblower designed to clear the winter drifts away from track up the mountain and posts pictures to *MWCR: We Worked There FB* page. ***Wayne W. Presby:*** "Steve thanks for posting these pictures. This is the latest rendition of our snowblower efforts. I delivered the locomotive mount, the blower and all its ancillary components to the Cog at 11:30 this morning *(3/3)*. Cudos to Caleb Gross, Al LaPrade and the whole crew working at the Berlin Shop for designing and building the mount and lifting apparatus. The winter crew at the Base Station had the blower mounted and operational within a few hours. Hoping to make a maiden run tomorrow. This baby is a beast. It is a Teamco Snowblast Model 7600ARM. 96 inches wide, 4 ft. cutting depth. 90 HP. Made from solid steel plates 3/8" - ½"thick. You can see one in action at www.teamco-inc.com or on youtube. Hopefully this is the last iteration necessary. I think this is our fourth unit, went from a gas-powered Ford *(left)*, to the jet engine Snojet *(below left)* which also was the prototype for all the diesels, to the Snowvac *(below)*. This is the nicest one by far. Hopefully more pictures and some video to follow."

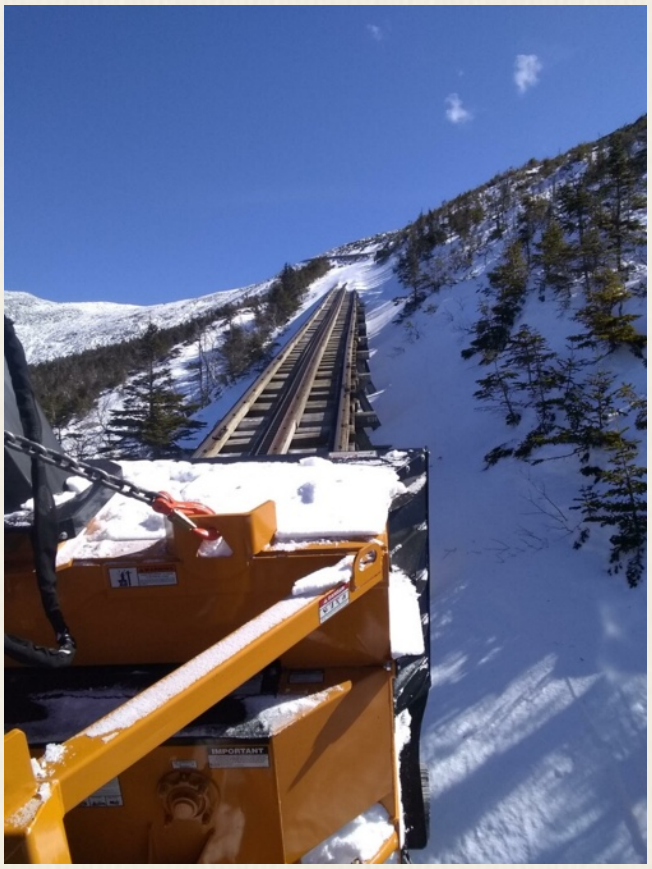




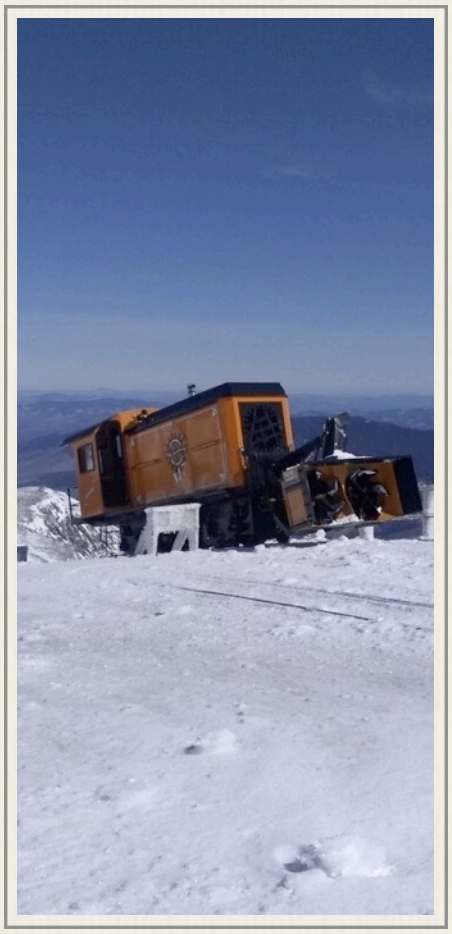
Jitney Jr. went looking for a good Snowjet picture, and its posting in FB by Andy X Vanguard on July 8, 2016 led to the following discussion thread about its development: ***Roger M Clemons:*** "Does anyone know if this is the system *(below)* the Maine Central tried to use and stored in Bartlett? Plan was to clear the line through Crawford Notch, but had a bad habit of setting the ties on fire... creosote burns easily." ***Joseph Orlando Jr:*** This particular unit came out of Canada I believe, modified at the Cog shop to run our rail and cog." ***Mark Sodergren:*** CN I believe it was from... a lot of figuring and technical work by Val Sanders, Steven Comeau and Joe Joseph Orlando Jr." The godfather of all these mechanical snow-clearing devices *(right)* for the Mount







Washington Railway was a surplus N.H. Transportation Department plow mounted on front of the Great Gulf in 1950s. *- MWCR: We Worked There FB page / see Vol. 4 Appendix - Cold, War, & Diesels*



March 16th

The Snow Blower to The Summit: With all the uncertainty going on recently *(COVID-19 pandemic)* we thought we might share some much needed GOOD NEWS - M7 plowed its way to the summit yesterday *(3/16)* afternoon! It's been nearly 5 long months since we've enjoyed the view from 6288', but we're back! Trainmaster Adam and engineer Joe report that track conditions were good and winds were light, roughly 20mph with temperatures fluctuating on either side of 0 degrees F. There's quite a bit of work still to do to get ready for passengers, and we will of course keep everyone updated on how the Coronavirus situation may affect our season, but yesterday felt great! And by the way - March 16 is far and away the earliest we have ever made it to the summit - that new snowblower so far is really earning its keep! We've been clearing (the track) all winter up to the upper Waumbek switch so that our re-railing crew can continue their work. And up on the summit cone, above tree line, much of the snow tends to blow off into the ravines all by itself. But... overall snowfall this year was lighter than the last few years."

March 17th

151st Season to Open April 4th: "The Mount Washington Cog Railway will resume passenger service on Saturday, April 4. President and General Manager Wayne Presby says that "preparations are well under way for what is already shaping up to be yet another record setting season." Last year, the railway celebrated its 150th anniversary and its eighth record season in a row. For the first time in its history, using the new track maintenance vehicle put into service last year, track renovation work proceeded all winter. As a result, the railway has been able to complete almost a third of the re-railing project started in the Spring of 2019. This work will pick up steam this next year with the goal of having the project completed by midsummer 2021.

Main line snow clearing operation got a boost this week with the maiden run of a unique new hydraulic snowblower system mounted on the company's latest biodiesel locomotive. The unit was designed by the Cog's in-house engineering team and manufactured by Teamco, Inc. in Tea, SD. Significant modifications to the locomotive, including a heavy-duty steel mounting bracket, were fabricated at the company's winter maintenance facility in Berlin. Currently, four of the railway's seven biodiesel locomotives are at the Berlin shop undergoing major repairs and upgrades. Presby is finalizing plans for the construction of a new state-of-the-art, 35,000 square foot maintenance facility adjacent to the company's nineteenth-century engine and coach shops located at the Marshfield Base Station. The new building will provide a consolidated work area for all the fabrication and maintenance operations of the railway. It will also free up space in the existing buildings for the storage of work cars, utility vehicles and other equipment used by the railway. One of the many innovations planned for the building are the use of air casters for the movement of heavy equipment within the building. Air casters are small hover craft like devices that allow 18 ton locomotives to be moved around within the shop on a cushion of air using little or no effort. The new building will also have a pair of 10 ton overhead bridge cranes to facilitate work on the railway's equipment. A groundbreaking and dedication ceremony is to be scheduled in the next few weeks.

In recent years, the Marshfield Base Station has become a popular destination for winter sports enthusiasts. At 2,700 feet, Marshfield is the highest year-round, full-service facility on Mount Washington. Easily accessible by car or snowmobile, the Base Station is the primary gateway to winter hiking and backcountry ski trails on the Western Slopes of Mt. Washington. The building is staffed throughout the winter and features plenty of secure parking as well as a food court/convenience store, gift shop, restrooms, and The Cog Railway Museum. Weekend train trips to Waumbek Station (at 4,000 foot) are planned to commence with the completion of the new maintenance facility for the 2020-21 winter season. The Mount Washington Cog Railway has been carrying visitors from all over the world to the summit of the Northeast's highest peak since its inaugural trip on July 3, 1869. The brainchild of businessman and New Hampshire native Sylvester Marsh, "The Cog" was the first of its kind in the world, and the only mountain-climbing cog railway currently operating in North America. With an average grade of 25 percent (some sections approach nearly 38 percent), it's also the second steepest in the world. Motive power is provided by a fleet of powerful biodiesel locomotives, each custom designed, built and maintained on site. And with a nod to its steam heritage, the railway also continues to operate a pair of authentic coal-fired steam engines."

- Conway (NH) Daily Sun - Tue, Mar 17, 2020 & Littleton Courier - Wed, Mar 18, 2020 pg. A7 & A17

March 21st

Seven Days of Rail Report: Cog owner Wayne Presby updated railroad alumni about progress in the rerailing project: "Kudos to the track crew!!! In the last 7 days they have laid 750 feet of new 100lb. rail. In the last two days they installed 8 rails a day by noon each day. Unbelievable!!! At this rate we could have the entire track complete by the end of the season. We bought 32000 feet of rail, enough to complete the whole project. Just one more big hurdle to overcome, we still need to assemble another 4400 custom tie plates (the project will use over 10,000 when complete). However, we can weld up 27 of these every hour. As of today we have 21,600 feet of rail left to install and more than 40 weeks left in this year. We plan on having two crews working day and night to complete this project. As of now still only using one crew. And they said it couldn't be done..... New shop on schedule. Construction to begin June 1. Great job guys!!!"



Men At Work: *Cogger Art Poltrack captures the re-railing crew at work on Cold Spring Hill from the warm front room of his Base Road bungalow via telescope (Mar 2020)*
- Poltrack Family Collection / MWCR We Worked There FB

March 22nd

Cog Hiker Rescue from Long Trestle: NH Fish & Game Dept. press release: "Seven Hour Ordeal Ends with Injured Hiker Rescued Off Mt. Washington with the help of the Cog Railway: Thompson & Meserve's Purchase – Sunday *(3/22)* at approximately 4:00 p.m., Fish and Game Conservation Officers were notified of an injured hiker alongside the Cog Railway on the west side of Mt. Washington, approximately 2 miles up from the Cog Railway Base Station. The initial call came in via 911 reporting that a 35-year-old female had fallen while descending along the railroad tracks and suffered unknown injuries. The hiker identified as, Ashley Furness, 35, of Bartlett, NH had been hiking with another companion when the accident occurred. Furness and her companion had been descending alongside the railway tracks when she slipped and fell approximately 200 feet towards Burt Ravine, striking several rocks. It was these rocks that ultimately saved her from plunging into the ravine, a fall that would have likely proved fatal. Her companion was able to descend to her position, place a call for help and keep her warm with a space blanket until rescuers arrived. A rescue effort was initiated and personnel from Twin Mountain Fire & EMS along with several Conservation Officers responded to the call. Twin Mountain utilized their tracked rescue all-terrain vehicle (ATV) to maneuver up along the tracks and made it as far as Jacobs Ladder. Conservation Officers utilizing snowmobiles to get as close as they could to the victim, but due to the lack of snow and bare spots, were not able to get very far before they had to stop and hike the rest of the way in. The rescue crew arrived at the patient at approximately 7:40 p.m. After an initial assessment conducted by a Conservation Officer EMT, it was determined that Furness had suffered severe injuries and would not be able to walk.

"Due to the steep, icy terrain, remote location, and overall conditions, Fish & Game contacted the Cog Railway for the possibility of utilizing one of their trains to expedite the extraction of the patient. Cog Railway personnel agreed to help and called in employees to get a train ready."

Cog Railway owner Wayne Presby picks up the story with Facebook post: "In the process of doing a night time rescue with Fish and Game of an injured hiker who fell down and slid into Burt's ravine. Had to go up to cap 779 to retrieve her."

F&G Lt. Mark Ober says "In the meantime, a rescue belay was set up with ropes, a litter and other essential gear that was utilized to safely get Furness from the precarious position on the side of the ravine up to the tracks. Rescuers were able to hoist her up to a location next to the train tracks. The train departed from the base at approximately 9:30 p.m. and arrived at the patient at 10:15 p.m. Furness was placed in the train and relayed down the tracks to the awaiting ambulance at the Base Station arriving at approximately 11:00 PM. From there she was transported by the Twin Mountain ambulance to Littleton Regional Hospital for treatment of her injuries. I can't thank Wayne Presby and his Cog Railway staff enough for assisting in this life saving rescue," said Fish & Game Region One Lieutenant Mark Ober. "Without the use of the train, we were looking at a potentially all night rescue scenario which would have included calling in several dozen additional rescuers and technical rope teams just to get the injured hiker down the mountain safely. The temperature was in the teens and the wind was starting to blow which made it feel even colder. "I don't like utilizing private businesses, if I don't have to, but this was an instance where it can't be overstated that time was of the essence and I felt like the best option was to call the Cog and see if they could help. As they have always done in the past, they did not disappoint and were there when we needed them." ***Shirley Kent on FB***. (Wayne) "I've maligned your little diesel engines through the years but they were ready to get up and go. It would have taken time to get up steam on the big old black beauties." ***Paul Forbes:*** "Just a few years ago, you wouldn't have been able to get up that far. Great job" ***Cathy Biliouris*** "Great job Wayne. Hikers should be thankful you're there."

N.H. Fish & Game Dept press release - Mon, Mar 23, 2020 / MWCR We Worked There FB page

April 4th

THE MOUNT WASHINGTON COG RAILWAY STATEMENT ON NOVEL CORONAVIRUS (COVID-19) The Mount Washington Cog Railway management team has been closely monitoring the developments surrounding the outbreak of the 2019 Coronavirus (COVID-19), recently declared a global pandemic by the World Health Organization. We stand in solidarity with our friends and colleagues in New Hampshire's tourism industry in complying with all directives issued under the national state of emergency declared on March 13. We will announce our revised plan for the season once state and Federal government healthcare professionals have determined the safest way forward.

- Mt. Washington Cog Railway webpage

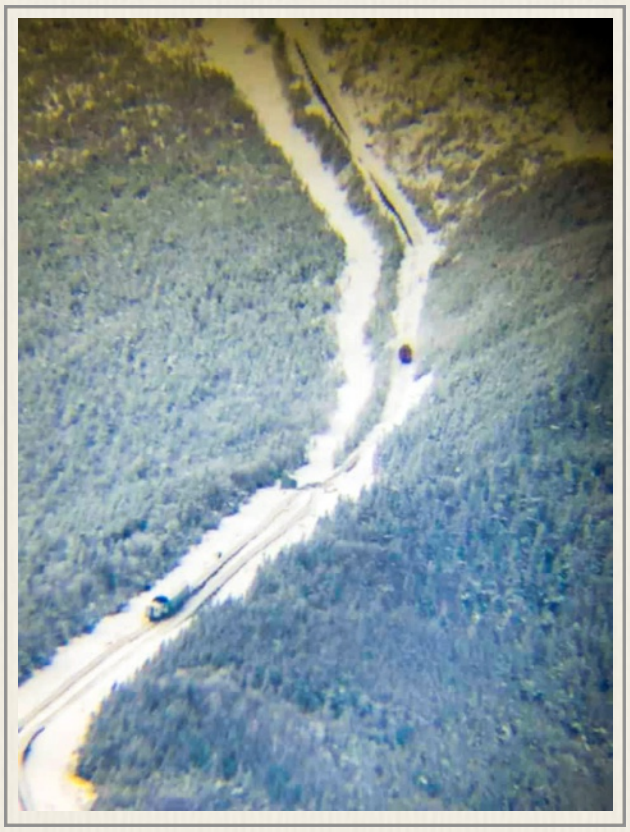


May 6th

The Lawsuits Are Truly Settled: Cog does cross-promotion for Observatory.

May 12th

Re-Railing Continues: "Many thanks to long time Cogger Art Poltrack for sending these amazing views of our work crews heading up the mountain earlier today. Art



shot these from his home in Bretton Woods, approximately 7 miles away from the western slope of Mount Washington. He used an iPhone and a telescope to capture unique images of M7 and the snowblower clearing the way for the work crew coming up behind in M5 and the retailing car.

May 15th

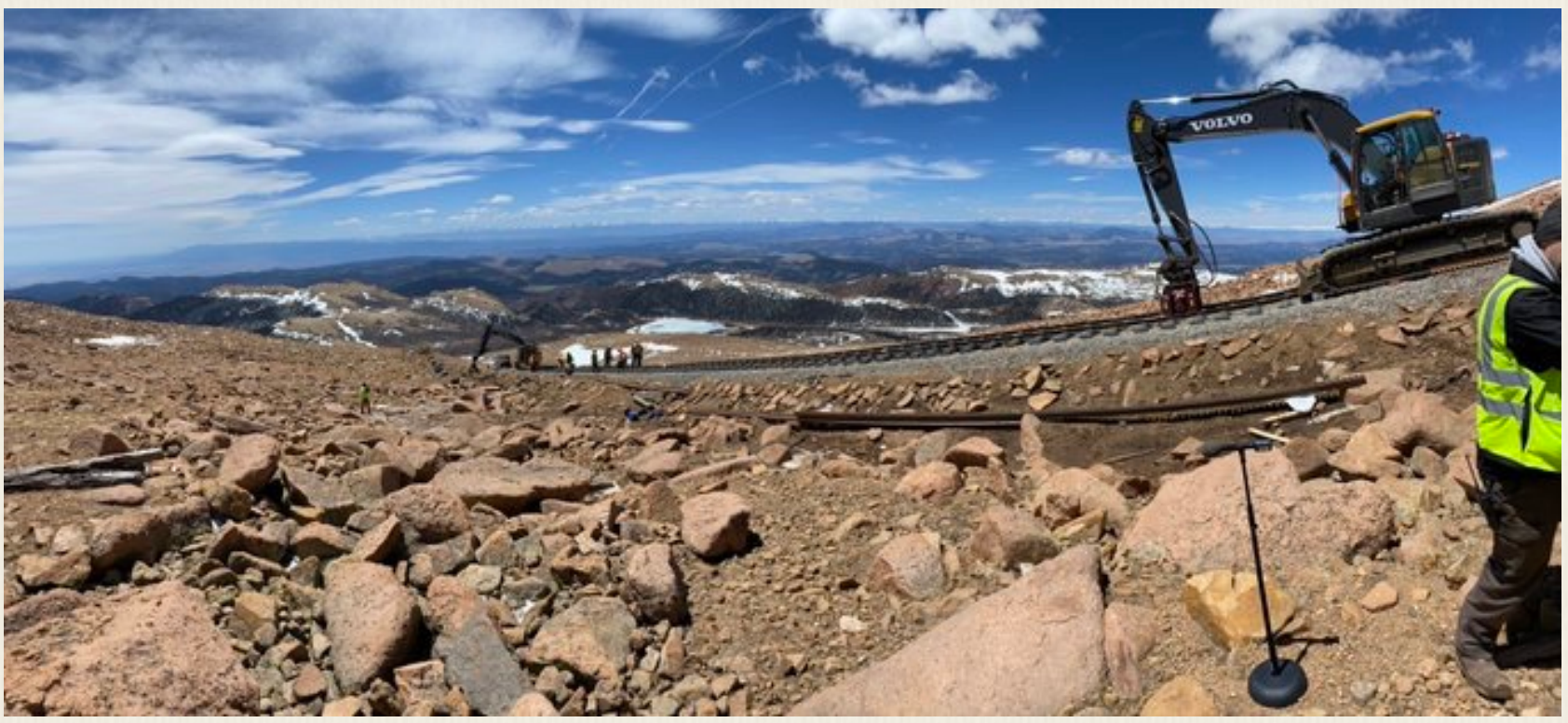


Slow Open - Stay Safe: *"*Things here in New Hampshire are very slowly and very carefully starting to open up. Phase 1 restrictions are being lifted, allowing limited outdoor seating in restaurants and controlled occupancy in shops. But it will still be some time before attractions like the Cog Railway are permitted to open up. But we are getting ready, and we will have some exciting news soon. In the meantime, we just want to remind everyone to take care of yourselves and your loved ones. We want to we see all of you Coggers in good shape when it's time to fire up the trains again!"

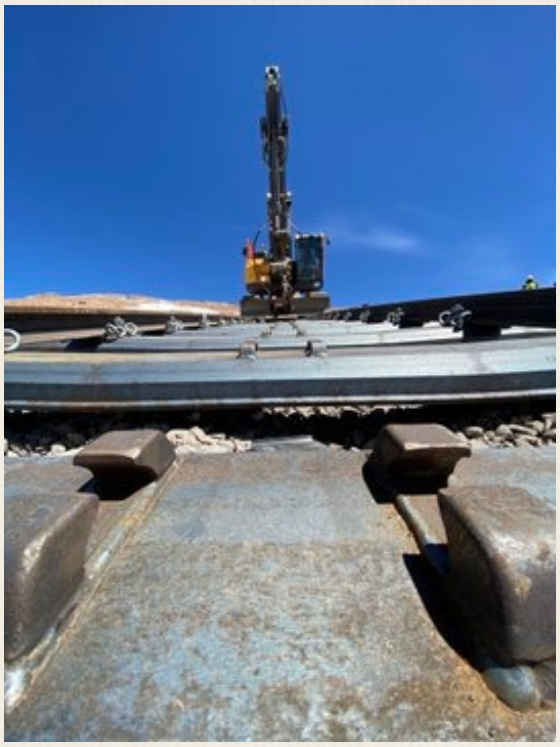
- Mt. Washington Cog Railway Facebook page

May 13th

Pikes Peak Track Work Underway: "When the Pikes Peak Cog Railway first closed in 2017, the people who manage it didn't know quite where to go. The system needed repairs no doubt, but how many and at what cost? As they compiled the final numbers it became clear— it was best to start from scratch. So in the Spring, they ripped up the tracks that had been in place for over 120 years. Ripping up the tracks was the easy part. "You just rip it out of the ground, you don't have to worry about putting it back or what it's going to look like," Assistant General Manager of the Manitou and Pikes Peak Cog Railway Ted Johnston said. "This rebuilding process, there's going to be a learning curve." With the first rails being secured to the ground this week, Johnston estimates they're now more than halfway done with the project. They have cleared out the old rail, reconstructed the path to the top, now they're laying down ballast (rocks at the base of the tracks), laying ties across it,



The @CogRailway to the top Pikes Peak has tracks again! Crews began laying down the first rails and say they're on schedule for things to be done by this time next year. (May 2020)
- Brandon Thompson photo /KRXM-TV, Colorado Springs, CO



Close up of new roadbed, ties and rails (May 2020)
- Brandon Thompson photo /KRXM-TV

and then fastening the rails to the ties. The last step is putting the chain-like cog track in the middle of the ties, the power that allows trains to climb grades as high as 25 percent in the ascent to the summit. The warmer months means construction can move higher in elevation as well. Johnston said they planned not to do a lot of work towards the summit during the winter though, summer times brings its own flavor of weather challenges. "We're prone to afternoon thunderstorms," Johnston added. "When you're down in Manitou and Colorado Springs, you can kind of see them building on top of Pikes Peak. When you're up here, they're actually building right on top of you. It literally comes out of nowhere."

The elevation that creates thunderstorms also creates fatigue. In talking with the project leaders for the Pikes Peak Summit House, Johnston learned they had employees take a physical to ensure they could handle the consistent exposure to the high alpine environment. The work has proved fatal as well. In the summer of 2019, an employee working on the railway died while descending on a utility vehicle. "We made changes right after that happened and those have been in effect since last summer. The biggest is the transportation of our crews on the mountain," Johnston said. Crews now travel in pick up trucks for any travel over a longer distance. A team of just over a dozen from the contractor Stacy and Witbeck have their hammers, picks and front-end loaders to put the new rail in place. Over the last several weeks and months, they have been strategically placing piles of ties, rails, and other equipment on the path to the top. The construction starts near the summit and then will descend around 8,000 feet to the depot at the Peak's base in Manitou Springs. This way, crews don't block themselves in, the equipment can be brought down easier, and it limits transportation over the freshly laid rails. It's an exciting moment for Johnston and the crew working on a staple to America's mountain. "This has only been done once and that was 126 years ago," Johnston explained. "They used mules and pickaxes and now we're up here doing it all again." he said, "We have all this great equipment but at the end of the day, it's still just the manpower of getting the track on the ground that we still rely on."

- KRXM-TV, Colorado Springs, CO - Wed, May 13, 2020

May 20th

Coös Country Planning Board Approval: "The Coös County Planning Board gave the green light last Wednesday *(5/20)* to the Mt. Washington Cog Railway for the construction of a new, 26,000-square-foot maintenance building at 3168 Base Station Road near the Marshfield Base Station. The decision came as a unanimous "yes" vote, 7-0, on a five-part motion at a virtual Zoom meeting of the board. This project includes demolishing existing the "Cog Shop" buildings and is expected to cost some $3 million, said Cog President Wayne Presby of Littleton in a post-meeting phone interview. Presby said that being able to replace the old existing Cog shop fulfills one of his lifelong dreams, which he believes will help ensure the long-term future of that this major North Country attraction. The first Cog train reached the 6,288-foot summit on July 3, 1869.

The new building, he said, will be a state-of-the-art facility that not only boasts a 26,000-square-foot first floor but also an 8,000-square-foot mezzanine, bringing its total usable work space to 34,000 square feet. It will be outfitted with two 10-ton overhead cranes, and its inside tracks will be outfitted with "air-casters" — little "hovercrafts," similar to those used in a Boeing airplane manufacturing plant or in air-hockey games. The planning board, chaired by John Scarinza of Randolph and advised by planning consultant Tara Bamford of East Thetford, Vt., went through the list of five conditions that had to be met at its previous meeting on Jan. 22. The Cog updates were presented by attorney Earl Duval of Duval, Klasnick & Thompson LLC of Sugar Hill. A licensed engineer at McCourt Engineering Associates PLLC of Henniker had reviewed the stormwater drainage calculations and, as a result, increased the length of both the perforated and solid pipe in the infiltration border to better



accommodate a major storm event, he reported. The state Department of Environmental Services issued the required Shoreland Protection Permit on Feb. 18. The permit describes the steps that must be taken to comply with all best management practices, Duval said. The U.S. Forest Service found no issues of concern but the needed paperwork has not yet been finalized and a previously accepted lot-line adjustment, negotiated in 2015, must be filed at the county Registry of Deeds. A memorandum of agreement was signed by both parties earlier this year. Duval reported that a forest service botanist had found no endangered plant species on the designated construction site. At the request of the county commissioners, Sean Toomey of the state Fire Marshal's Office has agreed to be responsible for issuing the demolition permits for existing structures as well as the new building permit. The site has been checked to ensure that there are neither endangered bats nor preservation-worthy historic elements. The New Hampshire Department of Environmental Services also approved the septic system design for the new building, which will allow the new building to be connected to a water source. "As you can see, this project has a lot of moving parts," Duval said.

The Cog now operates seven diesel locomotives, all of which were built by its own skilled mechanics and need regular maintenance. In addition, the Cog has built and maintains its own passenger cars. Its massive re-railing project is now 50 percent completed, and will be finished sometime in the next three to nine weeks. "We'll have one crew working from the summit and another from Upper Waumbek," Presby said. "We worked all winter in difficult conditions, and now we're really clicking along." It's too soon to tell exactly when and under what rules the Cog will operate, he said. "We'll do whatever the state believes is safe for our passengers. It could mean that we can only carry half the regular number of passengers and everyone will have to wear masks. It's still too soon to tell, but the governor's office is working hard on reopening rules."

- Conway (NH) Daily Sun - May 26, 2020

Coös Country Planning Board Minutes: "NEW BUSINESS a. Notice is hereby given in accordance with RSA 676:4 that the Coös County Planning Board will meet on May 20, 2020 at 6:00 p.m. to review the Conditions of Approval issued on January 22, 2020 regarding the Site Plan Review application submitted by the Mount Washington Railway Company for construction of a new 26,000 sq. ft. maintenance facility at the Railway Base Station, 3168 Base Station Rd., Tax Map 1605-10. Construction of a new 26,000 sq. ft. maintenance facility: A motion was made by Leon Rideout to accept to the letter from the engineer for condition 1 and approve the additional language change to condition 3 and to authorize Chairman Scarinza to sign the plans dated March 12, 2020. Ed Mellet seconded the motion. There was no further discussion. The motion passed 7-0.

May 22nd



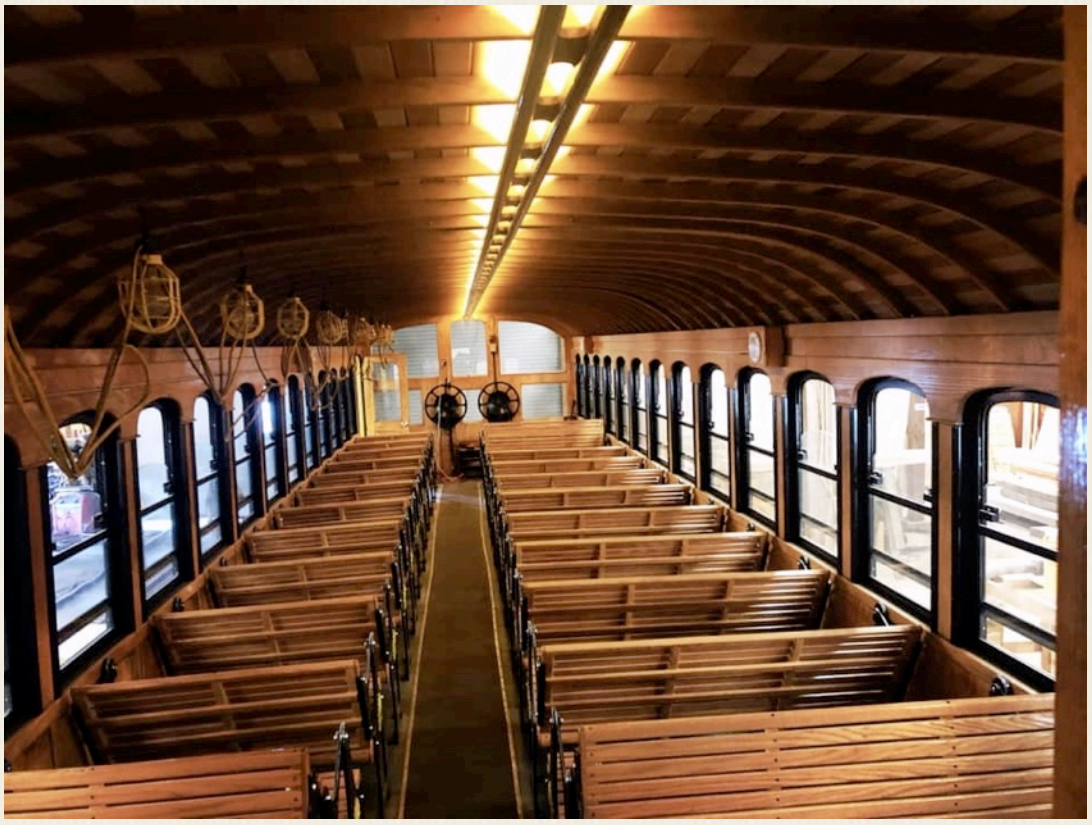
Memorial Day Weekend: "COVID-19 or not, the three-day Memorial Day Weekend is traditionally the start to the summer season in the valley. Of course, due to the coronavirus pandemic and attendant restrictions, the summer kickoff weekend will look different this year. Attractions like the Conway Scenic Railroad and Story Land remain shuttered. Beaches along the Seacoast remain off-limits in New Hampshire. But in his announcement May 18, Gov. Chris Sununu said outdoor activities in New Hampshire can resume, with restrictions and in groups of 10 or fewer people. Outdoor dining and golf courses also have been allowed to open, with the customary social distancing, sanitizing and mask-wearing. Campgrounds and most trailheads in the White Mountain National Forest are open. And retail stores are continuing to reopen their doors. Charyl Reardon, president of the Woodstock-based White Mountains Attractions Association, confirmed that their phones have been "ringing off the hook" from visitors inquiring about what's open and where they can stay. "Most of those calling are not aware that lodging properties are not yet open," she said. Reardon said it is tough for all attractions operators as they await the go signal from the state. "We are waiting for guidance from the governor," said Reardon. "We are doing what we can to put in place those guidelines that are being requested for proper distancing and sanitation." She said only the Flume Gorge will be open this weekend, through online reservation only, at probably 16 percent capacity. "So approximately 50 people per hour, who will obviously be staggered in terms of admittance." She said other attractions are looking at similar options.

"We are very hopeful that all of our 17 attractions (Cog Railway, Story Land, etc.) will all be able to get open by at least July 1," Reardon said. *- Conway Daily Sun - May 22, 2020*

May 26th

Coach Rebuild Nearing Completion: Steven Comeau posts a picture of the interior of a passenger coach being rehabbed during the off-season by Rob MacLay and his shop crew to Facebook prompting the following thread: *Steven Comeau:* "More of Rob Maclay's craftsmanship!! *Susan Gummerus Presby:* "Wow!!! Just wow!" *Terry Burton:* "Anxious to get the place opened so we can all use this fine craftsmanship. Stay healthy everyone . . ." *Chaga Glidden:* "Rob is master a gem and an awsome human being." *David Huber:* "Absolutely beautiful JUST BEAUTIFUL!" *Dan Kenly:* "Like Robbo says... have fun with it!" *Rebecca Metcalf*: "Lights!"

- Mt. Washington Cog Railway: We Worked There FB page



Coach Work: *A winter's worth of woodwork by Rob Maclay & Co. revealed (May 2020)*
- Steven Comeau photo / MWCR We Worked There FB



Rail Change: *New 100 lb. rail on left - 25 lb. rail on right (May 3, 2020)*
- Josh Bishop photo / MWCR We Worked There FB

May 30th

Re-Railing Update: Cog Railway president Wayne Presby posts an update to the *MWCR: We Worked There* FB page: "Track Crew is Awesome. 1,870 feet of 100lb. rail laid this week. Last two days over 600' a day. Whole project should be complete no later than the end of July. New shop building underway. 58% complete!!! 6,337 linear feet of track left to do!!!"

- Mt. Washington Cog Railway: We Worked There FB page

June 1st

NH Tourist Trains To Remain Idle: "Merrimack Valley High School students will get to drive across the finish line at New Hampshire Motor Speedway during a special graduation ceremony later this month, and the state has resumed road tests for new drivers. But tourists hoping to explore the state by train are still out of luck, for now. The owner of the Mount Washington Cog Railway implored a task force Monday *(6/1)* to allow his business to reopen, even if it means stopping short of the summit of the Northeast's highest peak. Wayne Presby, owner of the 150-year-old tourist train, presented proposed rules to the governor's Economic Reopening Task Force that include initially limiting passenger car capacity to 50%, requiring passengers to wear face coverings and running separate trains for New Hampshire residents and out-of-staters. By mid-July, capacity restrictions would be lifted, and individuals from any state would be allowed on all trains. "We also have the ability to offer shorter trips to reduce the time spent by guests in confined spaces," he said. "If the committee feels it's inappropriate for us to be taking trips all the way to the summit of Mount Washington, we can limit those to trips only partway up the mountain." David Swirk, owner of the Conway Scenic Railroad, said officials there have considered a separate train car for people with underlying medical conditions at greater risk of complications from COVID-19. "It's extremely important to at least let us start to open," he said."

- Associated Press report in Caledonia Record - Tue, Jun 2, 2020 pg. B6



Pandemic Advantage: *25 lb. rail replacement continues on June 3rd thanks to COVID-19 cessation of regular tourist service. (June 2, 2020)*
- Josh Bishop photo / MWCR We Worked There FB



1895 Coaling Station Demolition: *125 years after it was built the last of the fueling (wood/coal) station is removed for new shop (June 3, 2020)*
- Art Poltrack photo / MWCR We Worked There FB







1911 Pump House Demolition: *The 26,000 square foot footprint of the new shop requires removal of the only part of Charles Mellen's electric trolley plan to be built. The steampumps that pushed water to the Summit and the boiler that powered them are set aside. (June 3, 2020)*
- Art Poltrack photos / MWCR We Worked There FB





Railing on Jacob's: *Telescope image of work train parked on Jacobs. (Jun 10, 2020) "Laying rail on Jacob's Ladder elevation 4725ft grade = 37.41% and we are 30 feet off the ground!" wrote track crew member Dakota Shepherd. The "we" included Phil Beroney & Steve Comeau (June 8, 2020)*
- Art Poltrack photo above/ Shepherd Family Collection right / Facebook posts

June 11th

NH Safer at Home Guidance Released: New Hampshire Governor Chris Sununu announces the Granite State's "Stay at Home" order will expire at midnight on June 15th, and New Hampshire will adopt a "Safer at Home" policy on that day. In addition there will be a modification to the outdoor attractions guidance to allow Tourist Sightseeing Trains to resume operations. For Tourist Sightseeing Trains, in addition to the Guidance contained in this document:

a. Avoid congregating in waiting areas.

b. Total passenger car capacity limited to 50% with assigned seating required. Seating assignments should provide a minimum of 6 feet of distancing within passenger cars when possible. Family members may sit in close proximity to one another. Passengers will be required to wear cloth face coverings while in the passenger car except while consuming food or beverage.



c. Lines waiting to board should have demarcations so that people are standing 6 feet or more from others at all times.

d. All guests will be boarded directly onto the cars in which they are assigned to ride. Guests will be seated from back to front to limit anyone walking closer than needed. Guests will be prevented from moving from car to car or trading seats with other guests except for the use of rest rooms that are located in other cars or other extenuating circumstances.

e. Exiting the car should be done in a controlled fashion so that those closest to the door exit first, followed by other individuals sequentially so that guests/customers are not walking past other people who are seated to exit.



f. On days where circumstances permit, all windows in passenger coaches will be kept open to enhance the flow of fresh air within the passenger coaches. If windows are unable to be opened due to weather, increase outdoor air circulation inside the car using the cars' air conditioning/ventilation system. Do not recirculate internal air. Car filters should be routinely serviced.

g. Seats and touch surfaces will be cleaned and decontaminated after each ride/use.

h. All tourist trains that operate specific meal rides (i.e. dinner tours) must comply with the Restaurant/Food Service Guidance for those events.

Governor's News Conference Coverage: "As Gov. Chris Sununu ended the ban on gatherings of more than 10, he also announced his stay-at-home order will expire Monday, meaning all employers can now require anyone to return to work. Sununu said Thursday he studied setting a new limit on gathering sizes, but decided any other number would be "arbitrary" as long as people are heeding the state's advice to wear a mask while in public and to maintain social distance. Monday *(6/15)* will also be when many other activities and businesses can resume - including gyms, pools, road races, funeral homes, tourist trains and charitable gaming - each with restrictions and guidelines. "Given what we have seen in other parts of the country, we feel very confident in taking some additional steps forward," Sununu said. The final businesses that can open will be indoor movie theaters, performing arts centers and amusement parks, on June 29." *- NH Union Leader - Thu, Jun 11, 2020*

"Gov. Chris Sununu is lifting the state's stay-at-home order and allowing most businesses to reopen with restrictions by the end of the month, while still urging Granite Staters to wear masks and maintain social distancing during what he called New Hampshire's new normal. The governor said Thursday he's implementing a safer-at-home advisory in place of the stay-at-home order. The lifting of the order removes the 10-person limit on social gatherings and ends the distinction between essential and nonessential businesses. Bowling alleys, tourist trains, organized motorcycle rides and small racetracks can also resume operations with some restrictions. Sununu said he's still working with New Hampshire Motor Speedway to prepare for NASCAR events."

- WMUR-TV 9

June 11th

Time To Climb: "Here's the great news we've all been waiting for, Coggers! Our opening day is Saturday, June 20, 2020! We thank you all for your patience and kind words of support as all of us in New Hampshires travel and tourism industry have tried to navigate the challenges of the past few months. We are now finalizing schedule details for opening day and beyond, so please stay tuned here, and be sure to check out our big, beautiful new website for up-to-date information: thecog.com"

- Mt. Washington Cog Railway FB page



June 17th

Property Boundary Adjustment: Reporter Edith Tucker's dispatch: "The Coös County Planning Board for the Unincorporated Places voted unanimously at its June 17 virtual meeting to approve minor lot line adjustments near the Mt. Washington Cog Railway's Marshfield Base Station, where passengers get on and off tourist trains. The board's action, which required no public hearing, allowed the 5-parcel land swap to go forward between the White Mountain National Forest and the Cog Railway Co. in three Unincorporated Places: Thompson & Meserve Purchase, Chandler Purchase and Sargent's Purchase. On-and-off negotiations between the White Mountain National Forest and the Cog were started five years ago in an effort to resolve some longstanding ownership issues and to reduce the complexity of their relationship, including the need to engage in time-consuming negotiations regarding special permit applications. Land surveyor James Detzel of the Department of Agriculture-U.S. Forest Service in Durham and attorney Earl Duval of Duval, Klasnick & Thompson LLC of Lynnfield, Mass., who represented Cog Railway President Wayne Presby and the family-owned company, were able to agree on an equal-value land swap. At an earlier meeting, the planning board had made completion of the land swap a condition of the Cog being permitted to build a $3 million, 26,000-square-foot, state-of-the-art maintenance building that it plans to operate year-round.



The Coös County Planning board gathers on Zoom with Jitney Jr & reporter Edith Tucker listening in to talk of land swaps and Waumbek platforms (2020)
- Jitney Years Collection

In other action, community planning consultant Tara Bamford of East Thetford, Vt., brought to the board's attention that state Fire Marshal Sean Toomey has raised some concerns about the proposed width of an observation platform that the Cog plans to erect near the three recently permitted lean-tos that the Cog built near the Waumbek Tank. These 10-by-20-foot earth-anchored structures, spaced 10-feet apart, were designed primarily for winter use or for those times — like the present — when the Sherman Adams Building on the Mt. Washington summit is not open to the public. The project also includes some porta-potties. The open-to-the-public lean-tos not only can provide protection for Cog passengers, but also hikers, skiers and snowboarders. The planning board reviewed and approved an after-the-fact site plan on a unanimous vote at its in-person meeting on Jan. 22 in Lancaster. Since then, however, the state fire marshal has raised the concern that the 20-by-90-foot wood observation deck the Cog plans to add to what will be a final destination stop at certain times of the year would be not be optimal for safety if it were not 25-feet wide and did not include railings. Adding 5 feet to the platform's width would result in the structure no longer meeting the 25-foot setback requirement detailed in the Coös ' zoning ordinance for the Unincorporated Places. The strip of land the Cog owns in fee up Mt. Washington is only 99-feet wide: 49-1/2-feet on both sides of the track center line. Although board members did not believe that its previous vote to approve the site plan would need amendment, they did agree that the setback shortfall must go before the county's Zoning Board of Adjustment. Former Gorham Police Chief P.J. Cyr is listed as the ZBA's chair on the county's website. Asked the next day whether or not he would seek ZBA approval for an adjustment to the setback requirement, Presby replied that he was "likely" to do so."

- The Berlin (NH) Sun - Jun 22, 2020

June 19th

Mt. Washington Commission: "District 3 state Sen. Jeb Bradley of Wolfeboro was elected chair of the Mount Washington Commission on June 19 at an in-person meeting at Peabody Lodge in Franconia Notch State Park. The MWC is a 12-member stakeholder group that consults with and advises the Department of Natural and Cultural Resources on the management of the 60.3-acre state park located on the 6,288-foot summit. Bradley is an enthusiastic who has completed the White Mountains Grid — climbing all 48 of the state's 4,000-footers in each month of the year. Ed Bergeron of North Conway, who founded HEB Engineering and in 2015 served as interim executive director of the Mt. Washington Observatory, was elected vice chairman, replacing Cog president Wayne Presby of Littleton, who conducted the election. This was the first time the MWC had met since Aug. 6, 2019. Mt. Washington State Park manager Patrick Hummel reported on the recommendations of Underwood Engineers



A socially-distant Mt. Washington Commission meets at Cannon Mountain's Peabody Lodge for the first time since August 2019 (2020)
- Jitney Years Collection

of Concord and Portsmouth. The number of visitors in the Sherman Adams Building has exceeded the estimates made when the sewage treatment plant was designed and installed some 10 years ago, accelerating the wear-and-tear on wastewater treatment plant equipment, specifically chosen because it could operate in very cold temperatures. Underwood's estimate for replacing the facility is some $2.4 million, exceeding the project's capital budget appropriation of $1.87 million by roughly $500,000. The consultants built a "30% visitor growth factor" into its proposed design, but the project's "critical review" take place until later this summer. If everything comes together, construction could begin a year from now in June 2021, Hummel said. The Mt. Washington Observatory representative, attorney Jack Middleton said that the first time he climbed to the summit back in 1939 or 1940, the summit hotel charged 50 cents to enter. He urged that an admission charge be considered. *(Ed note: that 50-cents would be equivalent to about $9.25 today)*



Sen. Jeb Bradley (2020)
- Edith Tucker photo

The MWC agreed that a separate meeting - likely on one of the last two Fridays in August - should be held to discuss this hot issue. The engineers must also consider is whether the WMNF/USFS will worried if a larger-capacity plant might discharge additional nutrients onto U.S.-owned property, home to alpine plants, just below the state park's boundary line. Presby said he believes it's important for the MWC to discuss the summit's capacity head-on, and not just indirectly when discussing the proposed septic system. Bryce suggested that the two commercial stakeholders - the Auto Road and the Cog - were in the best position to limit the number of visitors arriving at any one time. "Hikers come from all directions," he said. Bryce emphasized that having no control over the number of people on the summit could not continue. "We're talking about the long-term future of Mount Washington," he pointed out. COVID-19 has highlighted the issue, and Bryce has been deeply involved in dealing with square feet, masks, distancing, and spacing when shopping, buying and eating food as well as when using toilets and hand-washing at sinks. "Bathrooms are chokepoints at state parks; under the guidelines they must be cleaned every two hours," he said. The 2019 visitation figures were 5,000 per day for an average of 500 per hour.

"In order to provide for social distancing within the SAB, we would need to cap capacity at 100 people at a time to permit for adequate spacing and for people to move about," Bryce said, reading from a detailed report. "This assumes that everything is open, including the Obs' museum. Remember, Park staff is funded by on-site revenue." No decision has yet been made as to whether or not the SAB will open this summer. Bryce said that it would likely take two weeks to prepare the building for visitors. Commission member Chris Thayer reported that although the AMC high huts will not open, there will be limited service at Madison Spring and Lakes of the Clouds: bathrooms open, water available outside, and trail information. An AMC caretaker and a volunteer will be on hand." *- Berlin Daily Sun - Jun 23, 2020*

Mt. Washington Commission Partner Reports: "***F&P:*** The State and the Cog were working on a revised proposal for a Summit rail line extension and new platform that was the subject of the August 2019 meeting. That got delayed due to Covid-19. Still working on a redraft. ***COG:*** Presby: 3400 feet left to complete the re-railing project replacing 25 pound rail with 100 pound. Expect to tie in to the Summit switch next week. Jacob's Ladder is done. Instead of seven years to complete a little over two years. We left a mess while tearing out the track. Once the final tie-in occur will bring it down to the base with the crane car. Construction has started on the new maintenance facility - expect it to be complete by October for winter maintenance. The Cog was thanked for allowing winter hikers to park at the Base. Presby inquired about food service retail restrictions at the Summit or is the right to sell only granted to the state? State: Not a quick answer to that question."

2020

June 20th

Opening Day: "June 2020 trips to Waumbek Station - Please note: We will be permitted to resume summit trips as soon as the State Park facilities reopen. June dates will be sold at 50% capacity and General Admission. You will be seated by our staff upon arrival to ensure proper distancing guidelines are followed. In order to ensure the safety of our guests and crew, all passengers are required to wear masks while aboard the train and at Marshfield Base Station. Please visit the cog.com/time-to-climb for more information Thank you for your understanding and we look forward to seeing you on the mountain! Each one hour round trip excursion, powered by one of our environmentally friendly biodiesel locomotives, includes a short layover at Waumbek Station (elevation 3900'). Passengers may leave the train to enjoy refreshments and, in clear weather, picture perfect views to Quebec to the north and Vermont's Northern Kingdom to the west."

- thecog.com

June 21st

Father's Day: "Good Sunday morning Coggers, and Happy Father's Day! We had a phenomenal opening day yesterday– nearly perfect weather, sold out trains, friendly passengers, and enough demand that we had to add an additional trip at 3:00. It is so good to see trains running up the mountain again, and so encouraging to see everyone pitching in to do their part to help us implement all of our Covid 19 precautions. Passenger service to Waumbek Station resumes today, with departures at 10:30, 12:00 and 1:30– some tickets are still available at thecog.com"

June 26th

Help!: Seven days after outlining the parameters for opening the summit of Mt. Washington to visitors during the COVID-19 pandemic, and five days before the Mount Washington Cog Railway is scheduled to start running trains to the top of the peak, the New Hampshire Parks & Recreation Department still doesn't know how many tourists the Cog and the Auto Road plan to carry to the top. Parks Director Philip A. Bryce told the Mount Washington Commission in an email (6/26) that information is crucial to the State's decision to open the Sherman Adams atop New England's highest peak this summer. Reopening the facility safely to prevent the spread of the coronavirus means limiting the building's capacity to 100 people at a time at most "to permit for adequate spacing and room for people to move about," wrote Bryce. "We do not know how many visitors the Auto Road and Cog will be allowing on the summit and the timing of that visitation. State Parks would appreciate receiving this information if it is available." If coordination of the Cog and Auto Road schedules can't achieve limiting visitors to 100 at any one time, Bryce says the state will have two options; using a reservation system currently scheduling visits to the Flume to limit capacity OR let 100 people into the building and then only allowing more people in as visitors leave. That option means the Cog and Auto Road "would have to make arrangements to shelter their customers during inclement weather." Bryce says "If the expectation is that we open and operate the Sherman Adams building at full capacity we will not open." Masks will be required as well as social distancing at the Summit. Both the Auto Road and the Cog are requiring patrons wear face coverings during their visits. While still unsure if the Sherman Adams will open, Bryce told the Commission permission has been granted to the Cog and Auto Road "to place portable toilets within the park to serve the visitors while the building remains closed."

- Bryce email to Mt. Washington Commission - Fri, Jun 26, 2020 at 11:57 AM



June 27th

Waumbek Tank Filled: "Engineer Josh Bishop shot this photo *(left)* yesterday after climbing up inside to insert the drain plug before refilling it for the season. The Waumbek tank is over 100 years old, and is a familiar landmark to anyone who's ever ridden the Cog. The tank is gravity fed from streams back in the woods, and our steam engines stop here to top off their tenders on every up-mountain trip. On the way up to the summit, trains pass very close to the tank, and our brakemen warn passengers to keep hands, heads, cameras, feet, everything inside the windows as we pass to avoid injury. Some even mention the loose translation of the word "Waumbek" from the native Abnaki language– "sound of head hitting water tank"! (OK, that's not true, but it is good for a chuckle. Waumbek actually translates as "white", hence, the White Mountains)" *- TheCog.com - Jun 28, 2020*

June 30th

Cog Response on Summer 2020 Capacity: "Dear Phil: We sincerely appreciate receiving clarity as to how and under what circumstances the State will open the Sherman Adams Building this summer. Based upon the decision to only allow 100 visitors into the Sherman Adams Building at a time, the Cog will reduce its transport capacity to the Summit to 70 passengers per hour. Under normal operating conditions, we transport as many as 210 passengers per hour to the Summit. This represents a reduction in transport by 66%. As the season progresses, we will revisit the transport capacity together based upon safety/feasibility / needs, etc. We are working with the Auto Road to provide bathroom facilities at the Summit for Auto Road and Cog guests. We will install 2-3 porta potties in one/two 10 x 10 shipping containers and will secure it in a location that is convenient for our guests. We will inform our guests about the available facilities and will have the facilities clearly marked and maintained. Should the Sherman

Adams Building open, these efforts will reduce the number of visitors entering the building to use the bathroom. We are modifying the seating arrangements in one or two passenger coaches and will secure them at the Summit for our passengers (and others as necessary) for use on bad weather days. This will help to keep our passengers comfortable and safe (and others) in the event that they are not able to enter the Sherman Adams Building. We are committed to working cooperatively with the State and all parties involved and will do whatever is necessary to keep visitors to the Summit comfortable and safe during these unprecedented times. Best regards, Wayne Presby, President"

- Email to Mt. Washington Commission - Tue, Jun 30, 2020 at 10:51 am



Pandemic Passengers: *Masked patrons of the Mt. Washington Cog Railway exit their passenger car on Wednesday, July 1st. (2020)*
- John Koziol photo / NH Union Leader

July 1st

Hourly Summit Service: "For over 150 years, The Mount Washington Cog Railway has been committed to providing a safe and memorable experience for our passengers and crew. This year will be no different. Operating a mountain climbing railway requires an aggressive approach to safety, so we are already well versed in over-designing policies and mechanisms to calm jittery nerves and keep everyone safe. The Covid-19 outbreak has presented a particularly unique challenge to the tourism industry, and like so many other small businesses, we have implemented important safety protocols to protect our guests, staff and train crews. But responding effectively to COVID-19 is a shared responsibility - no industry can overcome this challenge alone. Travelers also have a responsibility to adopt new practices and follow science-based guidelines to help protect the health of their family and those around them, including fellow travelers and industry employees. In the spirit of collective action needed to defeat COVID-19, we strongly urge our guests to do their part and follow government and industry guidance to help protect themselves and others. Please take a moment to read the Granite State Visitor Code of Conduct, prepared by our friends at White Mountain Attractions. By working together, we can overcome the challenge, begin to reopen our economy and responsibly get America traveling again.

Will the Cog Railway open this year? Yes - we are open! Hourly passenger service to the summit resumes Wednesday, July 1 at 9:00. However, the Mount Washington State Park summit facilities are currently still closed. We are cooperating with State Park officials as they finalize plans for summit operations. In the meantime, we have repurposed one of our passenger coaches and leased temporary restrooms to provide additional shelter and limited facilities until the visitor center reopens.

Where is Waumbek Station? Waumbek is our terminal point whenever severe weather or other conditions prohibit us from bringing passengers to the summit. Passengers may leave the train to stretch their legs, enjoy complimentary refreshments, and take in the impressive views across New Hampshire's North Country and the Connecticut River Valley to Vermont's Northern Kingdom and southern Quebec. In the winter, Waumbek is transformed into a snowy wonderland, with 3 warming huts, a fire pit, and hot coffee and cider for all. Trips to Waumbek Station are approximately 1 hour in duration, at reduced fares.

What special precautions are you taking to protect your customers and staff?

- Our employees all undergo a health screening each day as we report to work. We are all required to follow healthy hand hygiene, to practice safe social distancing, and to wear masks/face coverings while on the trains, in or around the base station, maintenance shops, summit facilities and Waumbek Station.

- As a protective measure for yourself and others, you will also be required to wear a mask or face covering while on the train and in Marshfield Base Station. Masks will be provided to any passenger who needs one.

- We have increased the availability of hand sanitizer dispensers throughout the Base Station and on the trains.

- We are limiting capacity on all trains, and will enforce social distancing by staggering empty seats and rows on coaches. Additional trains will stand by to meet traffic needs.

- Prominent signage will emphasize the importance of healthy hand hygiene and maintaining proper physical distancing. Six foot social distancing guidelines will be followed at all times.

- In order to reduce face-to-face purchase transactions, we prefer touch-free/contactless payment options when possible– online ticket purchases are strongly encouraged.

- Plexiglass screens have been installed at the ticket counter and at the Food Court cashier to reduce contamination. The screens are cleaned regularly.

- A "Clean Team" will sanitize high-touch areas frequently, both on the passenger coaches and at Marshfield Base Station.

- Following guidelines outlined by the State of New Hampshire, we are limiting food and beverage service to "Grab and Go" items only.

- We ask that guests follow the same common sense precautions. If you are not feeling well, please reschedule your visit.

We will continue to monitor the situation and will modify these procedures as necessary."

- *https://www.thecog.com/time-to-climb*

Closed Summit House Creates Challenges: "Because of the coronavirus pandemic, the Sherman Adams Building at Mount Washington State Park remains closed, presenting challenges for visitors to the Northeast's tallest peak as well as the Mount Washington Observatory. Both the Cog Railway and Mt. Washington Auto Road have significantly reduced the number of people they are conveying or letting drive to the summit, and that means less money for the observatory and its summit weather station, interim Executive Director Donna Dunn said Wednesday *(7/1)*. The attractions make a contribution on a per-visitor basis in exchange for the observatory allowing patrons to enter its extreme Mount Washington Museum in the Sherman Adams Building. The building also houses the Sherman Adams Visitor Center, a cafeteria, restrooms, and gift shops.



Summit Relief: *Since the State Park building is currently closed, the Mt. Washington Auto Road and Mt. Washington Cog Railway are working together to provide temporary shelter and bathroom facilities for our guests. One of the Cog's train cars has been parked on their summit platform as emergency shelter, while two shipping containers with porta-potties have also been added. Why the shipping containers? Well, it can get REAL windy up there, and . . . Thanks to Go Time Restrooms for being there for us! (July 5, 2020)*
- Mt. Washington Auto Road FB page

Cog owner Wayne Presby said in an email Tuesday *(6/30)* to Mount Washington Commission members that to achieve social distancing, the railway would reduce the number of people it brings up the summit per hour from 210 to 70. He said the Cog is working with the auto road to install portable toilets at the summit. Presby also said the Cog is modifying two passenger coaches to be used at the summit for shelter in case of bad weather. Philip A. Bryce, director of the New Hampshire Division of Parks and Recreation, said in an e-mail Wednesday that the state wants to open the Sherman Adams Building but "must ensure that we can do so safely for both



our visitors and staff." No opening date has been set, he said. "We still do not have enough staff to open, an issue we face across the state park system," said Bryce, adding: "We also need to establish a suitable way of controlling the numbers of visitors to the building."

The Mount Washington Commission, an advisory body made up of the state, the Cog, Auto Road, Observatory, the Appalachian Mountain Club and other stakeholders, determined that if the Sherman Adams Building were to open, its maximum capacity would be 100 people at a time. Bryce said there are no current plans to limit the number of people on the summit itself. He said the Tip Top House historical site will remain closed and is likely to remain so for the season. Presby said the Cog began to take passengers all the way to the top of Mount Washington on Wednesday, and that it will operate regardless of whether the Sherman Adams Building opens. Since 1932, the 6,288-foot summit has been home to the Mount Washington Observatory, whose staff has made meteorological observations every hour of every day for 87 years. Like many other non-profit organizations, the observatory runs very lean, Dunn said — its annual operating budget is about $2 million. "Seek the Peak," the observatory's largest annual fundraiser, will be virtual this year because of the pandemic. One thing that will never change, Dunn said, is the observatory's commitment to operating the only year-round manned mountain-top weather station in the world."





- Excavation Photos by Rick Frenette

- NH Union Leader - Wed, Jul 1, 2020

July 7th

Site Preparations: "Good morning Coggers - hope you all had a happy and healthy 4th of July weekend! The weather has been fabulous up here, and our trains are once again climbing to the summit of Mount Washington. Here at Marshfield, ground has been broken and is being prepped for our new, 35000sf state-of-the-art shop facility, located just below our current century-old engine shop. This is exciting for us - once the building is complete later this year, our entire fleet, 7 biodiesel locomotives and 2 steamers, plus our track maintenance equipment can be safely housed and serviced indoors, on-

site, over the long winter. Thanks to Rick Frenette, part of our maintenance and track crew, for the photos. We'\'ll post updates as the progress continues." *- Mt. Washington Cog Railway FB page*



Site Prep Complete: *The area to the west of the shop is cleared and leveled and ready as of July 7th for construction of a new maintenance facility (2020)*
- Art Poltrack photo / MWCR: We Worked There

July 16th

Taking Reservations:

"The Mount Washington State Park Visitor Center is opening to visitors by reservation only, starting Saturday *(7/18)*. Phil Bryce, the director of the state Division of Parks and Recreation, told the governor's Economic Reopening Task Force on Thursday *(7/16)* that 75 people per hour will be allowed at the center, regardless of whether they arrive by the Mount Washington Cog Railway, the auto road, or hiking roads. Visitors can still access the summit grounds and observation deck without a reservation. Bryce said the Mount Washington Observatory remains closed. Wayne Presby, owner of the cog railway, asked the task force if the percentage of riders allowed on the trains could be raised from 50% to 75%. "Our tourist trains operate just during the summer, and that's when we derive all of our revenue for the season," he said." / "To keep the building open is going to require the support of our partners and our visitors. We want to be open and available to our guests but need to do so safely (masks will be required of guests and staff.) Reservations will be broken out into one-hour blocks, starting at 8:45 am with the last reservations from 5:45pm-6:45pm. Food service may be limited to packaged foods on certain days. Indoor seating is available, but limited. The Retail Shop and Food Service will be one way traffic only, credit cards are encouraged. While an entry fee will not be charged by NH Parks, there will be a non-refundable $1 transaction fee for each reservation. Portable toilets will be available outside the visitor center for those without reservations. A water filling station is available outside for hikers."

- Caledonian Record - Fri, Jul 17, 2020 pg. A2 / NH State Parks Mt. Washington State Park website



Base Colony Perks: Although the number of Cog employees who overnight at the Base during the summer has diminished, those like trainmaster Adam Kendall will enjoy the benefit of beautiful summer sunsets from their cabins after a day working on the railroad (Jul 11, 2020)
- Adam Kendall photo / Facebook

July 27th

The Pour Begins: Wayne Presby:

"Finally we begin pouring concrete for the new maintenance facility" ***Morris Root:*** Gottaluv them concrete

pumps, not like "pouring " the footing for Teague's new cabin in the 60s. Rail reinforcement, chutes, and very wet concrete. Somehow washed out of my clothes just as easy as cinders and Cog grease." ***Barry Stewart:*** "Wayne, is there going to be any kind of plaque to honor the folks who worked in the old shop? Mike Kenly comes to mind for me but there were others as well. (Chub Kenison, Arthur Minot to name two) I'm sure folks will chime in." ***Terry Flaherty:*** "Barry hey good idea! I remember some of the true legends of the shop crews and heard tons of great stories of many others who kept the trains running that came before my time...and have continued that tradition since." ***Wayne W. Presby:*** "I like the idea. I am still trying to get my head around moving everything in and finally getting it all organized. We should have lots of wall space available!!!!





August

Made For This: "If someone wants to run a space shuttle on railroad tracks, they best take their idea to northern New Hampshire. Not that anyone would need to send the NASA relic into ground orbit, but leave it to the owner of the oldest mountain-climbing train in the world to create something for the impossible… or obscure. Mount Washington Railway Company President Wayne Presby turned defiantly modest when asked if there is anything he and his crew could not create. "If we put our mind to it I think we could do just about anything, " he told *RT&S*. "I'm not talking about space shuttles now, but when it comes to running and operating mountain-climbing trains I think there is just anything we can do at this point." Looking back at the history, and the current re-railing job, nobody can argue with that logic. Back when Presby first purchased the company in 1983, there was no commercial grid power, no access to two roads during the wintertime, buildings were not winterized and there was no winter water supply. Presby quickly addressed and solved those challenges, and since then the entire campus has been wired with ingenuity. "There has been a log of innovation



Shop Work: *Crane setting forms for new maintenance facility's foundation (July 28, 2020)*
- Jitney Jr. photo / Concrete pouring images this page by Wayne Presby



Panoramic look at Summit weather conditions on August 7, 2020
- Mt. Washington Cog Railway FB page

here," Presby remarked. "I could not even start to go through it all." A great place to start is the current re-railing project on the Mount Washington Cog Railway that has been going on since late 2018. Many said it would take seven years to complete, but the job is expected to wrap up in August of this year *(2020)*. How was the schedule cut to a mere shred of 1½ years? It's because everything is plugged into the innovation energy Presby loves to talk about.

A new model car: The main goal of the re-railing project is to make the track more robust. The existing track has been laced with 25-lb rail since the beginning of time, or about 1874, so it was time to move to 100-lb rail. The 25-lb rail is supported by a wooden track, which is being removed. Because the track is one half of an inch less than standard gauge, all the equipment needed for the project had to be the creation of Presby and his crew. Perhaps the greatest creation was a new re-railing car. The car is 57 ft long and 13 ft wide and has curtains on the sides which can open to fill it with rail, tie plates, bolts and all the things needed for construction. The floor of the car is open, so workers always have access to the track. Charging the need for the re-railing car was the desire for efficiency and productivity. A standard section of rail is 39 ft long. Sections this long would not fit in the re-railing car and were cumbersome for the work crews to handle. Additionally, the Mount Washington Cog Railway is the second steepest of its kind in the world, with an average grade of 25 percent and the steepest grade 37.41 percent. Muscling standard sections up the mountain would have been extremely difficult, so the larger sections were cut and re-drilled to 16.5 to 19.5 ft in length. The re-railing car was designed around those shorter sections, and it comes with a knuckle boom crane to pick up the sections and set them into place. The car also allows crews to work effectively during the winter months and long into the night. The curtains protect workers from the elements, and LED lighting throughout the car allows for the after-hours construction. Setting track throughout the year and longer work windows have increased the number of productivity days about 400 percent, according to Presby. The one-of-a-kind railcar and other exclusive equipment make the construction process rather simple. A hydraulic spike puller removes spikes and bolts used to hold the existing rails in place. The old rail and the wooden section underneath are cut and removed, allowing new tie plates, also custom made, to be placed directly on existing cross-ties. The plates are thicker than standard plates and need to have pandrol weld on shoulder welded on to each plate. The new rail is lifted and set onto the plates, a joint bar is applied, and then specialized gauging tools allow the crew to pull the rail in one direction of the other to get the proper gauge. Once the gauge is set, holes are drilled through the tie plates into the cross-ties and 10.5-in. lag bolts are used to secure the tie plate to the cross-ties and the rest of the track structure. During the interview in mid-July, Presby revealed a new record was set: 440 linear feet of rail was placed in a single day. When track construction started, two crews were lucky to get four sections down during a 16-hour shift. Now eight rail sections can be set in just three hours. At press time there was only 3,000 linear feet left of the old track.



Covid masks in the Gift Shop (July 2020)
- Mt. Washington Cog Railway FB page

Presby gives a lot of credit to the hydraulic spike pullers as one of the reasons behind the ramped-up speed. Grip strut laid on top of the cross-ties and hooked into the track also has allowed crews to walk up and down the section without any problem. Pulling the spikes requires firm footing, hence the need for the grip strut. So

service is not disrupted (The Mount Washington Cog Railway set a record for the eighth year in a row in 2019 by carrying 130,000 people to the New Hampshire state park located at the summit), Presby and staff came up with another gen – comp bars that go between the existing 25-lob rail and the new 100-lb rail so trains can easily make the transition. Watch What they say: The genius has not been reserved for maintenance-of-way activities. The reason behind the capacity record times eight is an increase in the size of the fleet, which now stands at seven diesel locomotives and two steam engines, the designs coming from the minds of Presby and his team. A new maintenance facility also is being built, and as you can guess it too will be filled with innovation. There will be no fixed tracks anywhere in the 34,000-sq ft building. All the track can be disassembled and moved around. Two, 10-ton overhead cranes will be put to work, and air casters will be able to move engines around the shop with relative ease. Although the space shuttle idea has yet to be proposed, Presby is constantly feeding off comments visitors make on social media about the railway. All suggestions are sorted and filed, and if there is a common theme somewhere, Presby makes sure to make it happen. "I watch very closely comments from customers about things they don't like or do like about the line," said Presby, "so I use that as my game plan on what improvements to make. The track was smooth before. It's even smoother now but I think [the cutomsers] expect that and they don't think much about it. The system that we are using is one of the most advanced systems make, so we are very happy to have gotten the opportunity to get the project in and get it done."

- Railway Track & Structure magazine – Aug 2020 pgs 20-25

August 3rd

Taking Delivery: ***Wayne Presby:*** "All the steel *(below)* for the new shop building began arriving today."



August 9th

Pads & Forms: "Good Sunday morning, Coggers! This week's construction progress update on our new maintenance shop is simple: this thing is gonna be YUGE! The 35,000 sf footprint *(right)* is overwhelming! It won't be too much longer before things start going vertical, and we'll have the pictures here first when it happens!"

- Mt. Washington Cog Railway FB page



August 20th

Capacity Request: "CONCORD - Wayne Presby, owner of the Cog Railway, asked the Governor's Economic Reopening Task Force for an increase from 50 to 60 percent capacity for his excursion train to the summit of Mount Washington. Presby said last Thursday *(8/20)* he has been prevented from doing that because of a lack of shelter on the summit of Mount Washington in bad weather for his passengers who spend some time at the top. Issues of capacity concerns are not exclusive to the Cog, said Taylor Caswell, commissioner of the New Hampshire Department of Business and Economic Affairs. He noted cruise boats and others are expressing concern as well about the limitations. He said that they might be able to move forward with changes in guidance on capacity but limitations at the top of Mount Washington are unique. Phil Bryce, director of Parks and Recreation, which operates the state park at the summit, and is also a member of the task force, said hikers need to be fully prepared to be out in the open, Bryce said. He said his state park workers "take a tremendous amount of abuse from visitors … who want to get into the facility. He said he is fortunate they have thick skins right now, but at some point, it could get to be too much, and the building could be closed to the public. The state is working with the Mount Washington Observatory on museum ventilation to allow it to open up and that would allow capacity limits to expand, he said."

- Berlin Daily Sun - Tues, Aug 25, 2020

August 28th

Mt. Washington Commission at Cannon: Edith Tucker reports for the *Conway Daily Sun*: "The Mount Washington Commission, an advisory committee comprised of Mount Washington State Park stakeholders, spent much of its Friday, Aug. 28, meeting at the Peabody Lodge in Franconia State Park discussing capital projects, cost estimates and the need for more sources of revenue. Sen. Jeb Bradley (R-Wolfeboro) presided over his second (socially distanced) commission meeting as chair. Commission member Jack Middleton of Freedom, an attorney who represents the Mount Washington Observatory, had suggested at the commission's last meeting June 19 that the State Parks Department consider charging an admission fee to enter the Sherman Adams Summit Building in order to support the site's funding needs. Updated estimates to replace the 10-year-old wastewater treatment plant solicited from four vendors by Underwood Engineers range from $1.8 million-$4.7 million. The project has already been allotted $1.87 million in the next biennium's capital budget. State Parks and Recreation Director Phil Bryce said he believes that a Land and Water Conservation Fund 50-50 matching grant might be secured to make up the shortfall. As previously reported, Parks also expects to spend nearly $1 million to replace underground water tanks adjacent to Sherman Adams to allow year-round use of a single system. Recommissioning the 1,200-foot-deep well at the nearby Yankee Building also is being looked into, since it's possible that long-ago contamination may have cleared over time. The need for more water is driven by the number of visitors who use the toilets every day during a typical summer and fall season, with capacity set at 300 by the state fire marshal. Under current pandemic recommendations, only 75 visitors are now allowed on the main floor at once. In a typical season, total visitation is 325,000-350,000.



"This spot on the Cog Railway Base Station Rd is photographed often but the look on Thursday evening (8/20) was out of this world." (2020)
-John Gisis photo / Facebook

Also looming in the financial backdrop is the anticipated near-total rebuild of the Yankee Building that serves 21 revenue-generating tenants that operate communications systems atop the summit, including the state Department of Safety. The estimated total cost of this two-phase project is $15 million over four years: $7.5 million in each of two consecutive two-year capital budgets. Middleton came with motions in hand that he made that would have involved the Commission in making recommendations on both the septic system and establishing an admission fee. On the proposed admission fee, Middleton envisions $5 per person, of which $1 would be earmarked for Observatory support. In both the septic system and the fee, Bradley said he would like to appoint volunteers to serve on two subcommittees that would make recommendations. They could meet via Zoom. No one objected, and Middleton withdrew both his motions.

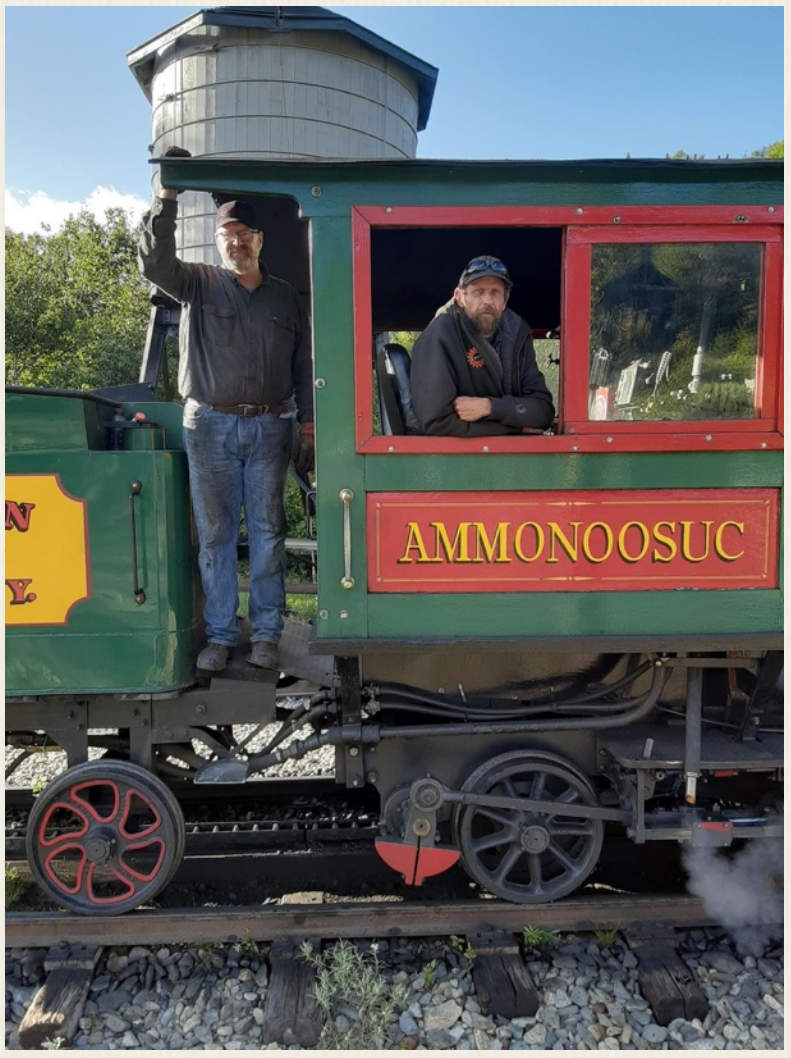
Commission Vice Chairman Ed Bergeron of North Conway, a retired civil engineer who founded HEB Engineers, Inc., accepted Bradley's request that he chair the septic subcommittee. Both former state Rep. Paul Ingersoll, a public member from Berlin, and Rep. Wayne Moynihan of Dummer, who represents the House, volunteered to serve. Bradley, who is well-versed in the Legislature's budgeting timetables, master plan expectations and processes, appointed himself as chair of the admission fee study subcommittee. He persuaded three stakeholders to serve: Obs Interim Executive Director Donna Dunn of Jackson; commission member Howie Wemyss of Randolph, who recently retired as Mt. Washington Auto Road manager; and Cog Railway President Wayne Presby of Littleton to serve on the subcommittee, along with Middleton and longtime OBS enthusi-

ast Paul Fitzgerald of Laconia. Bradley said he would count on Department of Natural and Cultural Resources Commissioner Sarah Stewart and Bryce to work out and present a proposal to the subcommittee as a starting point. "Fees for Park System" are governed by state law under Section 216-A:3-g, which outlines the role of the Legislature's joint fiscal committee.

The Obs museum and gift shop in the lower level of the Sherman Adams Building has not been able to open this season, which has been an economic hardship. The area that the Obs occupies has neither an operating ventilation system nor any windows. During discussion, it became clear that there once had been ventilation equipment that had been dismantled and that it might be possible to bring it up to necessary standards."

- Conway Daily Sun - Fri, Oct 28, 2020

Summer of Covid: *Cog Clatter* publisher Jitney Jr's notes: The Mount Washington Commission was poised to begin, yet again, an intense discussion about future use of the Summit and the structures that are there. However, the pandemic put many of the items on hold, and the impact COVID-19 on current summer operations moved to the top of the agenda. The late opening of the Sherman Adams Building on July 18 was blamed for $335,000 of red ink for Fiscal Year 2020 ending June 30th. Mt. Washington State park director Patrick Hummel said $185,000 worth of inventory purchased to sell would have generated $400,000 to cover the shortfall but the park did not open. When the Summit House did open it could only handle a maximum of 75 visitors at a time in order to meet COVD-19 safety guidelines throughout the building, and accommodate parks department staff. The Mt. Washington Observatory museum in the basement has yet to open due to poor ventilation, and the Tip Top House also remains shuttered – although the state is trying to make improvements during the downtime and short construction season. An online reservation system designed to manage visits to the summit showed some 21,000 people had visited through August 23rd – in 2019, the number for the same period was 131,000. Even so, Hummel said retail sales in the Sherman Adams building were down only 56% so "people coming in are buying" and Hummel said the state hopes "to break even by the end of Fiscal Year 2021." The new water supply facilities outside for hikers was well received, and Hummel said the anchored storage containers the Cog Railway provided to house Portalets outside for visitors "have been the difference maker in order to make sure (the portable toilets) stay put" in Mt. Washington's notoriously windy weather conditions.



A Fine Friday: *"Friday (8/28) a great day in the cab with Art Poltrack (left). A pleasant couple of trips for sure with a great," said engineer Cookie Sodergren. Anne Koop: "Wow Art you look so much like your Dad Tony." Shawn Foss: "Hey there's a good pair!!! Hope the Deuce was running good!" (2020)*

- Mark Sodergren post / Facebook

Howie Wemyss reported the Auto Road's "business is challenged" this summer. Guided tours are down 93% due to staffing. The tour guides who drive the cars are older, in the COVID risk category and "couldn't do it." The Auto Road is now working to find younger tour guides. Self-guided tour income up the road is down 17%. Sales in the café are off 38%, however erecting a new sales tent at the base of the road helped keep revenues from sliding more than 6%. The pandemic forced all the Auto Road's event profit centers to be postponed until next year. A slate of capital improvement projects was also delayed.

Wayne Presby said revenue from Cog Railway train operations through the end of July 2020 was down 71%. Gift shop sales dropped 34% and food service income was down 44%. The late start did help accelerate the replacement of 25 lb. rail with 100 lb. rail along the track. The project is 80% complete with 3,000 feet left to lay. Presby said as the passenger train traffic slows work crews will "get back to the summit to remove the remnants of the removed track" cast aside as the new track went in. Presby said the steel framing of the new 34,000 sq. ft. maintenance facility would go up next week. The Cog still plans to "move in before snow flies."

2020

Potentially contentious August agenda items postponed by the pandemic included an updated proposal for platform changes to the Cog tracks at the Summit. The State and the Cog are still negotiating. No update in a master plan for the communications facilities now located in the Yankee building. Some movement on the water and sewer front. 320 to 350-thousand people visit the Summit in a non-pandemic year and Mount Washington's water supply is reaching its limit. The State would like to maximize two existing wells. The 800-foot well next to the Sherman Adams building will be hydrofracked to see if it can produce more water. The 1200-foot well in the basement of the Yankee Building that was contaminated with jet fuel in the 1950s will be opened up to see if its has purged itself and can be safely used.

As for human output of water, state contractor Underwood Engineers has been looking at how best to replace the 10-year old membrane-bioreactor sewage treatment plant that is sagging trying to handle demand that is sometime 60% above its design capacity. Early estimates on the project ranged from $1.8-million to $4.7-million dollars. Engineers think using a portion of the existing plant alongside a new membrane-bioreactor plant would save money. Wayne Presby renewed the Cog Railway's offer to let the State run a sewer pipe down the mountain along the railroad's right-of-way to a traditional sewage treatment facility at the Base Station. Presby pointed out it would be easier to maintain and noted that Cannon Mountain has just such a line that's been working since 1985. State officials said Presby was comparing "apples to oranges" – that the Cannon line is coming up for replacement and they are "not sure (building a new line) is the right way to go." In any event, the State has decided a treatment plant at the top of Mount Washington is the right way to go.

Financing the upkeep and installation of Mount Washington facilities was the last item to be postponed a bit. Mt. Washington Observatory representative Jack Middleton proposed an admission fee of $5 to the summit building be charged of every adult and $1 of that to go to the Observatory. "You can't support the Sherman Adams building on t-shirts and hot dogs," said Middleton. While it was agreed the summit needs more revenue any fee would need to be carefully implemented. Would it be an admission fee to the park or just the Sherman Adams building? What would you do if hikers show up without cash and need to get in the building? How would it impact the negotiated settlement between the Cog Railway and the Observatory over an existing fee structure as well as current negotiations between the State and the Observatory over a long-range lease. Two sub-committees were appointed to get up to speed with the sewage and fee questions. The postponed agenda items may be ready for discussion by the Commission at the end of October. In the meantime, state officials will work with contractors to determine if enough fresh air can be brought through an existing tunnel into the Mt. Washington Observatory's museum in the basement so that it might open to summit visitors this fall.

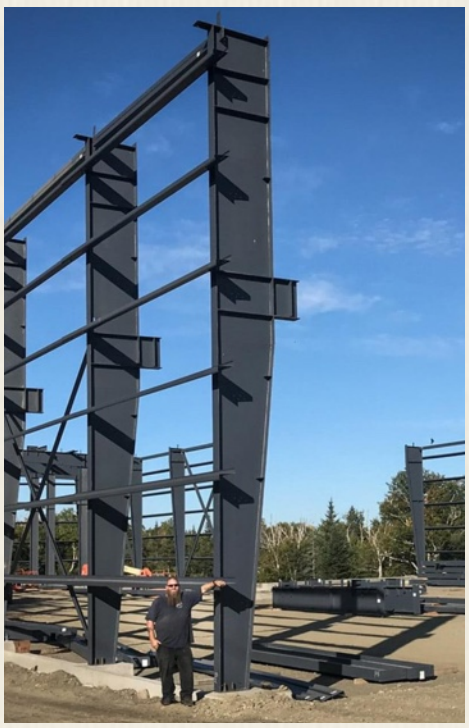
- Jitney Jr notes on Mt. Washington Commission meeting – Peabody Lodge, Cannon Mountain, N.H



Mt. Washington Commission Minutes: ***Capital Improvements***. Mr *(Tom)* Mansfield *(of DNCR)* reported that the well is reaching its capacity for meeting the water needs at the summit. The capital budget request is for installing new tanks behind the Sherman Adams Building (SAB) for a year-round, single system. DNCR is also testing the well near the Yankee Building. ***Summit Utilities & Sewage Treatment Plant***. Mr (Seth) Prescott *(of DNCR*), Underwood Engineers and the State's Bureau of Public Works held a workshop for vendor presentations for a new sewage treatment plant. A membrane bioreactor plant is still the best option for the site and estimates ranged from $1.8M to $4.7M, depending on the model selected. DES was consulted for cost-cutting options, including modifying a portion of the existing treatment plant. DNCR is preparing the bid documents for a spring release. Mr *(Wayne)* Presby *(of Cog Railway)* reiterated that the Cog offered to install a sewage pipe along their ROW to a treatment plant constructed at the base, as is currently done at Cannon Mountain. Mr Prescott said HEB considered that option and did not recommend it as feasible for Mt Washing-



ton. Sen Bradley said it is his prerogative as chairman to establish subcommittees and would like a subcommittee of the Commission to consult with DNCR on the sewage treatment plant project. ***Cog Railway (platform) proposal.*** Although the pandemic delayed discussions, the Commissioner and the Cog Railway are still working on a revised proposal that will be brought forward to the Commission. ***Cog Railway Report.*** Mr Presby said things have been challenging; they were closed April-June. July revenues are down 71%, with retail down 34% and food down 44%. Rail line replacement is 80% done and track cleanup will occur in fall. Their new 34K s.f. maintenance facility is near completion with move-in before snowfall. ***The Mt Washington State Park fees subcommittee*** members are Mr *(Paul)* Fitzgerald, Mr *(Howie)* Wemyss *(Auto Road)*, Mr *(Wayne)* Presby *(Cog)* and Ms *(Donna)* Dunn *(Mt. Wash Obs)*, with Sen Bradley serving as chair. The subcommittee will meet with Dir Bryce to outline a proposal for discussion by the full Commission. Proposed state park fees would be approved by the Fiscal Committee for implementation in the spring. ***Agenda items (for the next meeting)*** will include the Cog Railway summit rail line proposal, the septic subcommittee findings, the fee structure subcommittee findings, an update on the ventilation project, and a post-season analysis.



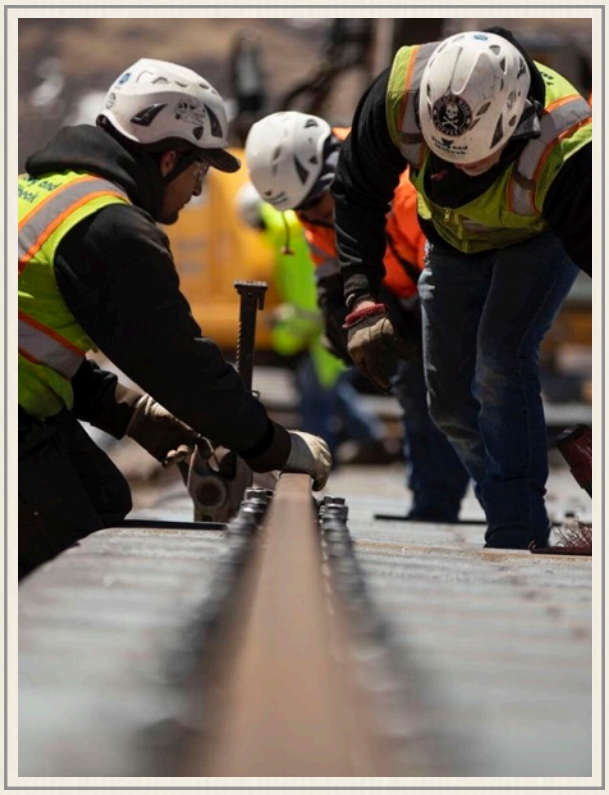
September 3rd

Shop Steel Install Starts: Facebook post by Cog Railway owner ***Wayne Presby***: "Steel has started going up. If things go according to plan, weather tight completion is expected in five weeks. 34,000 sq. ft 2 ten-ton bridge cranes 60 feet wide 250 feet long" ***Scott Johnson:*** "Wayne - wasn't the original plan a little more than 40,000 sq. ft?" ***Presby:*** "Yes but setbacks limited size. Still more space than we had in Berlin - existing shop's only 12,500 sq ft of marginal space."

September 10th

Halfway Down Pikes Peak: Breanna Jent reports "Construction on the new Broadmoor Manitou and Pikes Peak Cog Railway is now halfway complete and on track to open to the public next spring. Crews with San Francisco-based railway general contractor Stacy and Witbeck recently completed construction of the second of three passing siding tracks, marking a milestone in the return of one of the region's most popular tourist attractions, project leaders said. The newly reconstructed Mountain View passing siding track is roughly halfway up the 9-mile line at the top of Pikes Peak, which descends almost 8,000 feet down the mountain to its depot in Manitou Springs. In June, crews also completed the passing siding track at Windy Point. "The crews faced one of the toughest stretches of track to construct between these two points, a part of the line we call the 'Big Hill,' which is the longest, steepest, and narrowest portion of track," Ted Johnston, assistant general manager of the railway, said in a written statement. Crews are expected to reach the third siding location, Minnehaha, by mid-October. "Getting to the halfway point is a relief and there's also a lot of excitement," Johnston said. "A lot is starting to come together." Work began in March 2019 on the $100 million project, which includes renovation of the cog railway's tracks, cogs, railcars and depots.





The project is on budget and on schedule, said Broadmoor spokeswoman Krista Heinicke. Construction is expected to wrap up by the end of the year, with the first cog ride set to take place next May. Since it began ferrying passengers up the scenic trek to America's Mountain in 1891, the Cog Railway grew into one of the area's premier tourist attractions. It carried upwards of 2,300 passengers per day before it closed in late 2017 for winter maintenance. Aging infrastructure and equipment cast doubt on the railway's future after owner The Broadmoor hotel in Colorado Springs could not guarantee it would reopen while studying the cost of the rebuild.

But full construction of a new Cog Railway went underway when hotel officials struck a tax-incentive deal with the City of Manitou Springs to help finance the project. Additionally, four trains are being refurbished in the Cog's Manitou Springs shop and are 90% complete. They will include new floors, seats, a sound system, vinyl wrap and diesel engines, according to a news release. These four trains are also having their axles converted to the new cog system so they can be placed on the new track. Three new trains are also in production at Stadler Bussnang, a Swiss company. Renovation on the Manitou Springs Depot is also moving ahead as construction of new restrooms and a new south platform, which will accommodate the addition of a second track that will make it easier to load and unload trains, begins soon. The renovated depot will also include a new gift shop. "We are thrilled and really excited to see our train take people up to America's Mountain," Heinicke said. "There's been a lot of excitement from the community," Johnston said, adding public feedback on the project has been "overwhelmingly positive." To follow the Cog's progress, visit the rail-



Old and new stand in stark contrast at the Marshfield shop. A boiler from a decommissioned steam locomotive sits behind the shop building, as the new facility grows in the background (2020)
- Mount Washington Cog Railway photo

way's new website at cograilway.com. The Broadmoor hotel and the Cog Railway are owned by the Denver-based Anschutz Corp., whose Clarity Media Group owns *The Gazette.*

- OutThere Colorado / The Gazette - Thu, Sep 10, 2020

September 17th

Fall Starts: "Good evening Coggers - there's a chill in the air and the first tinges of Fall color are starting to appear high up on the mountain. Here's some information we received today from the Mount Washington State Park, the folks who control the facilities at the summit:

• As always, the Sherman Adams Building will remain open every day through October 12th, after which the Visitor Center will close for the season.

• Because of staffing shortages, the gift shop and food concessions will be closed on Tuesdays and Wednesdays for the rest of the season, beginning next week, September 22 and 23. Restroom facilities will remain open, as will the ranger station and the summit Post Office

None of this will affect our facilities at Marshfield Base Station - our gift shop and food court are open for business 7 days a week. We hope to see you up here this Fall!

- Mount Washington Cog Railway Facebook post - Thu, Sep 17, 2020



Overhead steel continues to be placed on new maintenance facility "Lots of overhead progress on our new maintenance shop this week, Coggers. And it's a stellar weekend weather wise, too!" writes the marketing folks in a Facebook post (Sept 20, 2020)
- Mt Washington Cog Railway photo on FB page







September 21st

Backing Into the Capacity Issue: The Sewer & Water Subcommittee of the Mount Washington Commission says it appears a maximum of 10-thousand gallons of sewage per day will drive the upcoming discus-

sion over how many people may visit the summit of New England's highest peak each day (or more specifically, may use the water-baed facilities there). Plans for a new mountain-top sewage treatment facility to handle effluent from the Sherman Adams Building has the plant is designed to handle 10-thousand gallons per day. That appears to be just about the amount of water existing summit wells can produce if their 8 to 9-thousand gallon per day output can be increased through fracking. The subcommittee said the Sherman Adams Building which used to handle as many as 500 people at a time will not return to those levels after the novel coronavirus pandemic is over as it is above the fire marshal's occupancy limit of 200. The subcommittee also stated that the state reservation system that has limited visitors to the building this summer to 75 per hour will likely continue to be used, but the limit will be adjusted upwards (to 200) as conditions allow. That leaves open the question of how many other people will normally visit the 6,288-foot high Mt. Washington State park via the Auto Road, Cog Railway and by foot, and how will the summit need to be managed if those people produce more than 10-thousand gallons of sewage or need shelter in bad weather how will it be handled. Rest room facilities outside the Sherman Adams building that would feed into its sewer plant are one possibility. Portable toilets, like the ones housed in shipping containers this summer is another. There is still the question of whether Gov. Chris Sununu will approve money for the new 10-thousand gallon per day sewage plant. The subcommittee determined that the Cog Railway's persistent offer to have the State run a sewer pipeline down its tracks to a treatment facility at the Base Station is just too expensive to consider. At between $3.5 and $4.3-million dollars it is twice as expensive as replacing the mountaintop sewer plant. They say that disqualifies the pipeline even before considering that the State would not own nor lease the property for the treatment plant. Cog Railway president Wayne Presby has offered the site for free as an in-kind donation to summit operating costs, but state officials said it is their experience that relationships can change over time with such third party arrangements. The sewer plant is being designed to serve the summit for some 20 years. *- Jitney Jr synopsis of Zoom meeting - Mon, Sep 21, 2020 - 10am*



September 25 - 27th

Steel Sunset: Cog Railway president Wayne Presby posts end-of-work-day photos to the *Mt. Washington Cog Railway: We Worked There* Facebook page with the comment: "New shop building really coming together now All the steel is up and they put 100' of outside walls today *(9/25)*." The conversation continued with additional photos of the project posted over the weekend by Presby. "This is probably the most important improvement we have ever made," wrote Presby. "Combined with our re-railing project, it will revolutionize the operation. Ranks right up there with commercial grid power, year round access, new switches, passing loop and diesels. More importantly will be the new equipment inside, 2 radio controlled ten ton bridge cranes, air casters for moving trains, forklift, waste oil heaters, led lighting, sprinkler system, computerized inventory/tool crib, and the best insulated building on the property." ***Frederick Jordan:*** "Will the old shop be preserved?" ***Presby:*** "Yes. Some consideration being given to restoring it and turning it into a brewery/museum." ***Chaga Glidden:*** "Yel-



low on birch trees someone did a great job mowing on both sides of the tracks." ***Ken Holland:*** "Good shot of new and old shop



October 7th

Shop Update: Wayne Presby: "Latest pictures *(above & right)* of New Shop Building construction. Walls ½ up and roof going on. Started erecting steel on September 3rd."

- MWCR: We Worked There FB





October 8th

Forbes Finishes His 2020 Season:

Paul Forbes: "Today, *(right & above)* was the last trip for me for the season. It was a wild one. The temperature on the summit was 21



with the wind gusting to 90 mph. We obviously didn't run to the Summit today, only to Skyline." Weekend Warrior Forbes documented the weather on the way down below Jacob's and the frosted tender post-trip. Forbes was firing for engineer ***Dan Kenly*** who joined the Facebook thread: "-6 with the wind chill blowing right into the cab with gruple blasting our faces. I used Paul's beard for shelter." ***Forbes:*** "Cozy, wasn't it!?" ***Tommy Bonnet:*** "Those end of the season trips can be dicey... I remember rerailing a tender at the top of Jacob's ladder. in the blowing snow." ***John F. Kurdzionak:*** "Columbus Day Weekend in 1996 or 97-ish, it was sunny and about 70°-something at the Base, and comfortable 50°s, possibly close to 60°, at the summit. Charley Kenison and I were at the Base talking about how rare it was to get a summer day on the Base AND on the summit, in October."

- Paul Forbes Facebook page

October 9th

Draft Sewer Subcommittee Minutes Distributed: Members of the Mount Washington Commission (MWC) received the draft minutes to the Sewer & Water subcommittee Zoom meeting held on Sept 21, 2020. The minutes said in part: "Short-term and long-term solutions need to be considered. The Fire Marshal may strictly uphold the Sherman Adams Building occupancy limit of 300 people. Occupancy may be limited by the constraints of the sewage treatment plant and water systems. It is difficult to plan for this plant's capacity when there are no controls over the public access to the site. DNCR is targeting the 30% excess capacity design flow conditions mapped out by Underwood Engineers technical memo, dated Apr 3, 2020 (pg. 2). However, the plant is dependent upon an adequate water system. The state must also consider the project cost: the greater the extra capacity, the more the project will cost. The summit partners need to be involved in any discussion on capacity and limits. The deeds and rights of the summit partners need to be resolved. Shelter from hazardous weather also needs to be considered. The summit capacity issue needs to be addressed. Mr *(Tom)* Mansfield of the New Hampshire Department of Natural & Cultural Resources (DNCR) gave an overview of the rehabilitation of the water systems. DNCR is also looking into hydro-fracking the *(existing)* well to increase capacity and into the possibility of bringing the Yankee Building well back online. The Yankee Building well could be used to support the sewage treatment plant, but if the well tests positive for contaminates it could affect the quality of the plant discharge water. The Cog Railway had offered to pump water to the summit as another option, but Mr *(Seth)* Prescott *(of DNCR)* was concerned about the feasibility of constructing a system that could withstand the high water pressure needed for such a system and storage. The subcommittee discussed the feasibility study of running a sewer pipeline down along the Cog Railway track to a sewage treatment plant built at the base, see HEB Engineers technical memo "Mount Washington Sewer Interceptor Pipeline Feasibility Study," dated Jan 26, 2018. The concept would be twice the expense of a summit treatment plant, and is further complicated by the ownership, easement or lease arrangement needed for DNCR to construct a sewage treatment plant at the Cog Railway's base station. The subcommittee was satisfied that this concept is not being pursued by DNCR. DNCR's projects are currently on hold due to the spending freeze as part of the state's COVID response. Project timelines and schedules are constrained by the short construction season at the summit, permitting deadlines, and the aging sewer and water systems which lend urgency to the need for these projects. The MWC could provide support for DNCR's waiver request."

- Email to MWC Members - Fri, Oct 9, 2020 9:24 am



"For our shop update this week, Dave Clifford shared a shot he was able to grab of the beautiful rainbow framing the construction site a couple of mornings ago. Many of the wall and roof sections are in place, and the crew is in a race with the elements to get things buttoned up before the snow starts to fly!"write the marketing folks in a Facebook post (Oct 14, 2020)

- Mt Washington Cog Railway photo on FB page



October 12th

Indigenous People's Day on Agiocook: "Rise and shine Coggers - it's Columbus Day, and it's the last official day for the Mount Washington State Park 2020 summit season! Unofficially, we'll continue to run trains to the summit for a few more days (with limited shelter and as weather conditions permit), but today is the last day for access to the Visitor Center facilities at the top. Stay tuned here for more information about our late autumn schedule. Engineer John Stinehour shot this beautiful abstract image *(above)* of rime ice formations on the east facing summit platform on Saturday, *(10/10)* with Wildcat and the lakes and mountains of western Maine in the background.

Summit Officially Closes: Mount Washington Cog Railway: "And that's a wrap! *(below)* Thanks to everyone who joined us today for the last official trips to the Sherman Adams Visitor Center at the summit for 2020. After a pretty dramatic weather weekend, it was about as perfect as it could be today, with crystal clear skies, 100 mile views and pleasant temperatures all day. While the Visitor Center is now closed for the season, we will continue to run trains to the summit (weather permitting and with limited shelter and facilities) until Sunday October 18, and then to Skyline (5500') and Waumbek (4000') after that." *- MWCR Facebook page*



2020

Stuff happens. Photographer Kevin Madore writes: "What was to be the last day of steam operations on the Mt. Washington Cog Railway ended early for Engineer Joe and Fireman "Cookie." They had two runs scheduled this day and things were going just swimmingly....until they were descending through Skyline after the morning run to the summit. Then suddenly, their locomotive lurched and began descending faster than normal....fast enough to take separation from their coach, and fast enough to really get their attention. Fortunately, both of these fellows are lifelong Coggers and they reacted instantly, applying hand brakes to slow their engine. Meanwhile, the young Brakeman on the coach also reacted, winding up his brakes so he would not collide with the locomotive, which he knew would be taking action to stop. Thanks to the training and experience of these folks, both entities came to a safe stop. But now, the engine crew had a problem to resolve and they had to fix things, while perched on a trestle and on one of the steeper sections of track. Our intrepid Fireman literally crawled out on the trestle, only to discover that his locomotive had bent its right rear connecting rod. The only way to resolve the problem would be to physically remove that rod.....right there on the trestle, with tools he had available in the cab. And this he did. After about 30 minutes, the train resumed its descent, with the locomotive braking only on 3 cylinders, and the Brakeman keeping the coach completely off the locomotive. They did a masterful job. When they arrived at the station, there was pretty large group of fellow Coggers waiting to welcome them, including the gentleman who owns the railway. But unfortunately, they were done.....for the day and for the season. They had one run left to go and little #2 would not make the call. She was just one run away from a completely trouble-free season.



In the scene here, we see Joe *(Eggleston)* and "Cookie" *(Sodergren)* limping their wounded engine, MWRC #2 *Ammonoosuc*, down the hill from Marshfield Station to the shops. When this photo was taken, the tender had been emptied of water and coal, and the fire had been dropped. If you look closely at that right rear engine under the cab, you will see that the rod which connects the crosshead to the crankshaft on the rear cog is indeed missing. It was a pretty stout piece of steel, and when I got a look at it, it was pretty noticeably bent. Over the winter season, the crew will disassemble that right rear engine and determine what went wrong. The early speculation was that perhaps a valve malfunction might be the culprit. Sadly, I did not get to photograph the engine on the summit this day, but I did get some remarkable and rare images of the crew putting the engine away."

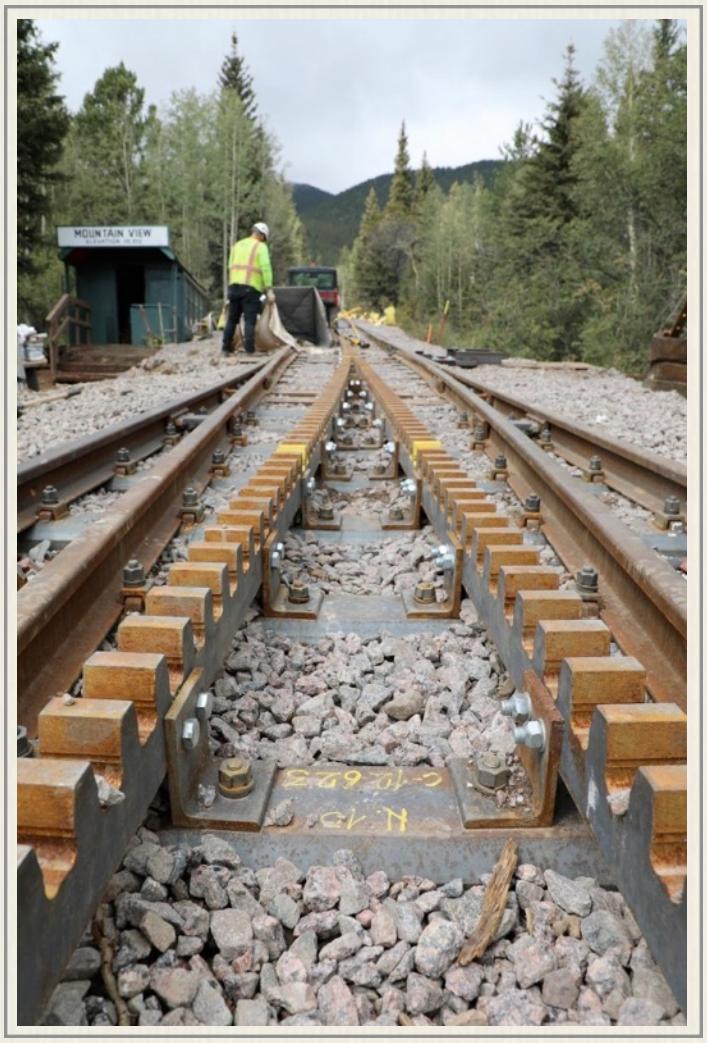
https://railpictures.net/photo/752481/



Construction crews work on rebuilding the Pike's Peak Cog Railway in Colorado - specifically a passing track at the halfway point. Work on the 9-mile long new railbed started at the Summit. (October 2020)
- Courtesy photos by The Broadmoor in Railway Track & Structures magazine

October 20th

Halfway Down The Peak: "Construction on The Broadmoor Manitou and Pikes Peak Cog Railway is chugging along and is one track closer to its highly anticipated May 2021 reopening. The railway recently reached the halfway point of construction completion mark with the newly reconstructed Mountain View siding, approximately 4.5 miles into the 9-mile line. Originally built in 1891, this historic railway is the highest railroad in America, the highest cog railway in the world, and one of Colorado's top attractions. Since March 2019, it has been undergoing a $100 million renovation of its tracks, cogs, railcars, and depot to totally reimagine the experience. "We're happy to share that we've reached a major milestone in our track renovations with the installation of two of the three passing siding tracks: Windy Point and Mountain View," said Ted Johnston, assistant general manager of the railway. "The crews faced one of the toughest stretches of track to construct between these two points, a part of the line we call the 'Big Hill,' which is the longest, steepest, and narrowest portion of track." The crew is expected to reach the third siding location, Minnehaha, by the middle of October. Track construction is on schedule to be completed by the end of the year, while the first Cog ride will take place in May of 2021. As for the actual trains, the four diesel engines that are being refurbished in the Cog's Manitou Springs





shop are 90 percent complete with new floors, seats, a sound system and vinyl wrap (instead of paint), and diesel engines. These trains also are having their axles converted to the new cog system. Once completed, they can be placed on the track *(left)*. In addition, three new trains are currently in production at Stadler's facility in Switzerland. Depot renovations also are moving full steam ahead, as construction of the new south platform and bathrooms at the Manitou Depot begin."

- Railway Track & Structures magazine - Mon, Oct 20, 2021

October 25th

Close to Enclosed: Cog Railway president Wayne Presby posts a project update *(below)* on the new $3-million dollar maintenance facility to the MWCR: We Worked There Facebook page: "New building almost totally enclosed. Should be finished by the end of the week."



October 28th

The Covid Struggle is Real: Grateful for federal paycheck protection loans that helped them through the 2020 tourism season, representatives of The Cog Railway, Santa's Village and the Hobo Railroad said Wednesday *(10/28)* they nonetheless are in critical need of more aid from Washington. The three seasonal businesses tried to make the best of the past summer, after belatedly opening at 25% capacity, which later was increased to 35%. Sen. Jeanne Shaheen made a stop at the White Mountains Visitor Center in North Woodstock last week to hear from North Country attractions leaders. The small group voiced financial and sustainability concerns

throughout the hour-long meeting. Tourism is New Hampshire's second-largest industry, surpassed only by manufacturing and high technology. Because tourism supports 64,000 jobs and produces millions of dollars in revenue for local communities, it is critical to the state's economy. It is estimated that at least one out of every five North Country residents works in the service industry. New Hampshire's tourism economy has suffered tremendous losses during the pandemic-driven economic crisis, and many of the state's most well-known attractions have suffered catastrophic losses.

The Hobo Railroad, said owner Ben Clark, "is going to need some help" in the near future. "My family has run Clark's Trading Post since 1928. Almost 100 years of tourism history in this valley. And this was by far the most challenging year that any of us in my family can remember. It's a long time to spring," he said. In the meantime, the Hobo, like other attractions, will have to contend with several consecutive non-revenue months. Clark said his businesses were "15 percent ahead" in group sales and poised for record years. Since COVID struck, he said the businesses have followed guidelines and sacrificed revenue. They have also incurred higher costs for cleaning, insurance, and staffing (to enforce COVID rules). He hoped federal lawmakers would see that sacrifice and deliver financial relief. While the federal Paycheck Protection Program, which was extended from eight to 24 weeks, made the difference in having to eliminate staff and went almost entirely to payroll, the tourist businesses are awaiting more stimulus help and are in a perilous time, they told U.S. Sen. Jeanne Shaheen D-NH at the White Mountains Visitor Center. Shaheen asked for the meeting to assess what should be done to help this sector of the state's economy in Washington and their employees who in many cases fuel the local economy north of the notches.



White Mountain Toutist Attractions Seek Federal Help: *Wayne Presby, right, from the Cog Railroad met with U.S. Sen. Jeanne Shaheen, D-NH, last week at the White Mountains Attractions Visitor Center in North Woodstock. (2020)*
- Paula Tracy photo

Near the start of the pandemic, Santa's Village in Jefferson received between $350,000 and $1 million in PPP money to preserve 30 full-time jobs. However, those jobs are at risk again. That's because Santa's Village suffered heavy economic losses during the state-ordered shutdown in the spring and restricted operations from July through October. In the four months it was open, the park was limited to 25 percent capacity and forced to close one day a week, due to a workforce shortage. He said they rely on part-time employees and the $600 a week bonus was a disincentive, requiring them to close one day a week for lack of help despite the fact that most days they were sold-out. He said the lack of foreign workers who typically had visas was also a problem. Because of those bottom-line concerns, the park shut down on Oct. 25 and canceled its traditional holiday season.

They aim to re-open on Memorial Day weekend. General manager Christian Gainer said it will take the Santa's Village "three to four years to get back to where we were in March." For that reason, the park will need additional government aid to maintain its year-round staff through the winter months. "Any good business probably has a rainy week fund [or] a rainy month fund. But having a rainy year fund is very difficult," he said. The mostly outdoor attraction was coming off a banner year and had gone "all-out" to build up a new attraction, Scrooge's "Great Humbug Adventure" when the pandemic hit. "The PPP program really saved our business. It kept our employees employed through to May when they were able to reopen," Gainer said.

The Mount Washington Cog Railway received between $350,000 and $1 million in PPP loans to maintain 70 jobs, of which around 30 are full-time, year-round positions. Similar to Santa's Village, The Cog struggled with decreased revenue and flat operational costs. Its car capacity was cut in half, from 70 to 35 per car. Meanwhile the Cog also spent over $4 million on rail replacement and construction of a new maintenance facility. In spite of those financial issues, The Cog aims to retain its employees as it resumes winter operations for the first time since 2007. "Of all the years I've been in business this year has been the most stressful of any I've encountered," said owner Wayne Presby. Looking ahead, Presby asked for consistency and predictability in COVID regulations, to allow business owners to plan ahead. "Going forward my biggest concern is still the lack of certainty. Are we going to get shut down again? Or are we going to be limited again to half capacity for the next year? What kind of new rules and regulations will come down that we'll have to comply with?" he asked. Presby also called for reforms to the Paycheck Protection Program. He said the program's first installment failed to assess need, and distributed money equally to sick and healthy businesses. He hoped a re-authorized PPP would target funds to at-risk businesses and "not given out willy-nilly to everybody." Cheryl Reardon, president of White Mountains Attractions, said her members "need to be heard and they need some relief." Reardon noted it is not just the attractions that could be lost, but jobs and the economies that they help. She said overcrowding this summer and bad behavior showed her that because attractions were so limited in a capacity that "it spills over."

Sen. Shaheen was one of the drafters of the PPP legislation. Shaheen said it appears that the tourist industry is "really struggling." She was hoping that another package of funding similar to the CARES Act and the Payroll Protection Program was going to be passed in Congress before the election but that is not going to happen, she said. "And it is not at all clear, perhaps it will be more clear after the election, but I think there is a general sense for most people that a lot of people still need help…and we need to help them get through on the other side of this pandemic. Hearing from you all will give me a better idea of what we need and what we need to get done in Washington," Shaheen said. Hopes of additional federal relief were cut short last week when Senate Majority Leader Mitch McConnell put the Senate in recess until after the election. *- InDepthNH.org - Oct 28, 2020 / Union Leader - Oct 28, 2020 / Caledonian Record - Oct 29, 2020 / Littleton Courier - Wed, Nov 4, 2020 pg. A11 & A13*



Waumbek Wonderland: *Coggers Hannah Niemi (L) & brakeman Fred Willey ignite the Waumbek Station firepit with administrative help from Mini-Frosty ahead of Thanksgiving week tourist operations (Nov 24, 2020)*
- Mt. Washington Cog Railway photo

October 30th

No Meeting: Mount Washington Commission chair New Hampshire State Senator Jeb Bradley (R-Wolfeboro District 3) had tentatively scheduled the next Commission meeting for this date in order to give time for two subcommittees (Sewer Treatment & Fees/Capacity) to do some work as well as give the State and the Cog Railway time to further negotiate plans for a new loading platform at the Summit. If not the 30th, then early December. MWC clerk Torene Tango-Lowy sent out the following the Friday before the meeting: "On behalf of Senator Bradley, I am letting you know that there will not be a MWC meeting on October 30th. The next MWC meeting is at the call of the Chair." *- email Friday, October 23, 2020 11:27 AM*



December 5-6th

Winter Wonderland: Cog PR Team on Facebook: "Uh oh - looks like Eli (August) has been naughty this year– Santa *(right)* just gave him a hunk of coal! That's actually pretty hard to believe, since Eli has been doing a great job as part of the track crew, working hard up near tree line helping to get that last section of heavyweight rail laid. But naughty or nice, Santa welcomes everyone to come take a ride up to snowy Waumbek Station this weekend!" *(Ed. note: Summit postmaster Steve Authier may have helped Santa with this branded bituminous special delivery)* Meanwhile back at the Base Station: "We had some flurries overnight, so Santa's helpers *(below)* have been doing cleanup work around Marshfield this morning to get ready for the day. Elf Erika *(Hulbert)* and Elf Mark *(Hartford)* applied a little elbow grease to the pile in front of the Gift Shop (aided by supervising Elf Adam *(Kendall)* and a tractor). Elf Joe *(Houghton)* and Elf Ryan *(Presby)* were here all night plowing 6 miles of Base Station Road, and we're getting ready to send a crew up to Waumbek to clear the tracks and the platforms. Hope to see you up here to enjoy our winter wonderland!"





- Mt. Washington Cog Railway photos

- Mt. Washington Cog Railway Facebook page - Dec 5 & 6, 2020

December 11th

Water, Poop & People: The Mount Washington Commission was told the days of having 5-thousand daily visitors to the Summit and all of them going through the State's Sherman Adams Building are over… and the Covid-19 pandemic made the point. "We've been allowing too many people in the building," said N.H. Parks & Recreation Director Phil Bryce. "We're lucky nothing tragic has happened" as tourists crowded into the building when the weather was bad. The state fire marshal's office says the

40-year old Sherman Adams building at the top of New England's highest peak has a maximum capacity of 300. That number was used to calculate how many people might safely be in the building this past summer and prevent the spread of the Covid-19 virus. Mt. Washington State Park director Patrick Hummel said the guidelines worked during the shortened 2020 summer season. "We did not have any cases of Covid," reported Hummel. "Nothing was linked back to the Summit. Our guidelines worked… our approach worked… our staff followed through." But the Covid guidelines meant less revenue for the State and its Mount Washington partners. State revenue from the Sherman Adams building dropped from a record $1.2-million in 2019 to $660-thousand in 2020. The Auto Road says car traffic was just about level, but their guided tour business dropped 87%. Actual attendance was off by 11 percent, and they were short-staffed. "All things considered we're okay," said Auto Road representative to the Commission Howie Wemyss, but "I don't know what it's going to take to get staffing levels back to normal." Cog Railway president Wayne Presby said their overall revenues were down about 50-percent, but the railroad took advantage of the shortened season to accelerate the replacement of 25-pound rail with 100-pound rail. Presby told the Commission there was about "15-days worth of work to do in the spring" to complete the re-railing and a priority will be bringing down the cast-off timber and debris from the project. The Mount Washington Observatory perhaps had the worst summer. The pandemic closed their museum in North Conway, and the Summit museum in the basement of the Sherman Adams building could not open because of ventilation problems. The Obs did receive some money collected through ticket sales on the Cog, but there were no retail souvenir sales at the Summit, and no museum income from North Conway. That has forced closure of the North Conway museum. Observatory executive director Donna Dunn says a few North Conway exhibits were "taken up to the summit in pieces" for use there. "The rest of them will be going to the McAuliffe-Shepard *(Discovery Center in Concord)*," which Dunn says will help tell more people about the Observatory.



Baofen Wu with C-wai Cheung at Mount Washington State Park (Oct 11, 2020)
- Mt. Washington State Park Facebook page



Riding safely in the Covid Season (Oct 10, 2020)
- Bridget Gately photo / Mt. Washington State Park FB page

The 2020 Covid approach at the summit involved requiring tourists to make reservations through New Hampshire's online system for $1 to enter the Sherman Adams building. For visitors without reservations, a water fountain outside the building was converted into a water bottle filling station, and working with the Auto Road and Cog Railway porta-potties were placed inside shipping containers anchored at the end of the tracks to keep them from blowing away in the severe weather that frequents the 6,288-foot peak. Hummel said the water station and outhouses "really helped with conversations with people at the door" who had not made a reservation or could not enter because the building's occupancy had reached its maximum of 75. Hummel told the Commission use of the outside water filling station and outhouses at the state park will likely continue in the future.

But free access to Sherman Adams building will not continue in the future. A $2.9-million dollar sewage system upgrade is underway. It won't be operational until the summer of 2024, and the State has only set-aside $1.9 million dollars to pay for it. The summit's water supply also needs work. Plans to replace two steel water tanks with two 20-thousand gallon fiberglass tanks dug into the rock behind the Observatory and increase the summit water well output will cost $975-thousand dollars. State Senator Jed Bradley, chair of the Mt. Washing-

ton Commission, says it should be a priority in New Hampshire's capital budget next year. Consultants are also working on an upgrade to Sherman Adams building's ventilation system. A short-term solution is needed for the Observatory museum so it can open next summer, and a long-term solution for the whole building is being contemplated. No price tag yet, but the Observatory stands ready to spend some of its reserves to get the job done in the spring with portable air filtration units. The Commission wants to see a short-term ventilation plan and its price tag at its next meeting at the end of January. Paying for all this has the State looking at charging an admission fee to the Sherman Adams building. "How many $5 dollar fees do you have to pay to cover a $3-million sewer upgrade?" asked Bryce.

More importantly how is it going to be implemented. N.H. Natural & Cultural Resources Commissioner Sara Stewart said whatever is done has to be "fair and equitable – no matter how you get there. Everyone should be chipping in to help pay for investments." Bryce added "the way you get to the summit shouldn't give you preference to get in the building." While the admission fee might be folded into the ticket prices for the Auto Road and Cog Railway, how would the fee be collected from hikers? "I'm totally in favor of the state park charging admission," said Howie Wemyss of the Auto Road noting the financial problem now faced by the Commission now had roots in the late 1970s when the summit building was first proposed. "Ellen Teague *(of the Cog Railway)* and *(Doug)* Philbrook *(of the Auto Road)* bashed *(the admission fee idea)* so hard it didn't happen. The idea of *(the building)* being funded by food and souvenir sales was not realistic," said Wemyss.

Wayne Presby of the Cog Railway agrees any fee should be built into ticket prices, but he's hauling 130-thousand passengers a year. At $5 per person that's $650-thousand dollars. "If it's going to cost $650-thousand dollars," said Presby "I'm better off building my own facility."

Presby and Wemyss will be part of small group tackling the details of a new fee to pay for the summit water and sewer improvements. Those projects are being designed to handle 350-thousand people visiting the top of Mount Washington each summer season. How that capacity will be allocated or modified among the various parties remains an open question.

- Jitney Jr. summary of MWC meeting



Also On the Cog's Agenda: "Now how spectacular are these shots? Earlier this afternoon *(12/11)*, we had 2 winter operations going on: track clearing with our snowblower to support the ongoing re-railing project, and trail grooming along the service road adjacent to our tracks, thanks to a loaner from Piston Bully. Assistant GM Ryan Presby climbed out of the groomer at Jacob's Ladder just in time to catch M6 nearly 30 feet above the surface of the mountain on the world's second steepest railroad trestle. The final few sections of heavyweight rail won't be replaced above this point until early spring, but the crew routinely goes up to the work site to stay ahead of the snow accumulation. Skiers and snowboarders, be sure to stay tuned here as we await the delivery of the Cog's own groomer. Backcountry runs along the Cog's right of way have never been better!" *- Mt. Washington Cog Railway Facebook page - Fri, Dec 11, 2020*

December 14th

Entrance Fees Mulled: Edith Tucker reports: "It's likely an admission fee will be charged by next summer to visitors entering the Sherman Adams Building located at the summit of Mount Washington. That was the consensus reached at the virtual meeting held last Friday by the Mt. Washington Advisory Commission,

made up of a dozen Mount Washington State Park stakeholders and chaired by state Sen. Jeb Bradley (R-Wolfeboro). No one disagreed with the conclusion that revenues generated by selling hot dogs and gift shop items cannot cover the cost of running the park. The commission had last met Aug. 28 in Franconia Notch. Capital projects discussed included a new sewage treatment plant and disposal system. Costs for the custom system would range from $2.3 million to $2.9 million, far higher than the Department of Natural and Cultural Resources' $1.87 million capital budget allocation. The project would include salvaging some of the undersized unit that was permitted in 2009. Phil Bryce, Division of Parks and Recreation director, pointed out that the project's shortfall could qualify for federal Land and Water Conservation Fund dollars, which in August when the Great American Outdoors Act passed, secured full and permanent funding. The conservation fund has two parts: the "state side," which funds state and local projects; and the "federal side," used for federal land purchases. If all goes well, construction of the sewage system would happen in 2022 and 2023, followed by a commissioning period in which operational adjustments would be made. It would add another state employee to the park's payroll: a full-time wastewater treatment operator. The plant will have to meet both state Department of Environmental Services permitting requirements as well as federal groundwater discharge permitting requirements since both new and existing units are located near the edge of the White Mountain National Forest. Successful operation of the summit treatment plants depends on having an adequate water system. The water pump for the Sherman Adams Building's well is at the end of useful life, and the current water storage configuration requires switch-over work twice a year. Specifications for a new year-round single system are being developed. Two new 20,000-gallon fiber reinforced plastic tanks would be buried behind the Mt. Washington Observatory and other equipment replaced at an estimated cost of $950,000. Bryce reminded everyone that the state fire marshal has set a 300-visitor limit inside the Sherman Adams Building. Commission Vice Chairman Ed Bergeron of North Conway, a retired civil engineer who chaired the sewer and water subcommittee that met Sept. 21, said he believes Underwood Engineers and the state's Bureau of Public Works are on track to work out solutions and recommend upgrades for both capital projects. Minutes of the subcommittee meeting said, "The summit partners need to be involved in any discussion on capacity and limits."

A third capital project will likely require both a short-term and a long-term solution. Inadequate air circulation has not allowed the ground-floor observatory museum to open during the COVID-19 pandemic. Without an air circulation system in place, it cannot open in 2021. In the short term, state architect Tom Mansfield said the Obs hopes to install portable air circulation units, although the pandemic has made them in short supply. Without a stream of visitors, the non-profit observatory lost significant revenue, forcing it to dismantle its Weather Discovery Center in North Conway. A permanent solution for the summit museum must be designed, installed and paid for. The Obs proposes to tap its exhibits special reserve fund, but that requires approval from the commission. "The state and the Observatory have been working on lease amendments to address this situation, recognizing that the Obs, in addition to the museum, also occupies the building for research, reporting, staff housing, Edu-trips and other programs to achieve its mission," Bryce said. Just before last Friday's meeting began, state Department of Natural and Cultural Resources Commissioner Sarah Stewart and Bryce circulated a 1½-page memo to explore the idea of charging an admission fee for entry to the Sherman Adams Building, which serves as a visitor center with flush toilets, cafeteria, gift shop and post office with its own ZIP code. When attorney Jack Middleton, who represents the Obs, floated the idea in August of a $5 entrance fee, Bradley said that "much care and consideration would be needed to determine the amount and implementation of fees, including the long-term financial viability and capital projects for the park that would convince both the Legislature's Fiscal and Capital Budget Committees." The just-released Stewart-Bryce memo noted that the lease between the Obs and the state would have to be amended to allow the state to charge fees, since now only the Obs can do that at its museum. The chairman appointed a subcommittee to work with Stewart and Bryce to come up with a specific fee proposal on which unanimous stakeholder agreement has been reached. Those appointed include Howie Wemyss (Auto Road), Wayne Presby (Cog Railway), Paul Cunha (Appalachian Mountain Club) and Donna Dunn (Obs), plus the chairman. Their task includes working out the logistics of fee collection. The state park's own reservations system is working well, but agreement must be reached as to how hikers as well as Cog and Auto Road riders would pay for a reservation. The state parks system itself has no way of controlling the public's entry onto the 60.3-acre summit park itself. Bryce said that governor's office has been extremely helpful in moving the park's capital budget along. Even though a spending freeze has been initiated by the corner office, the Mount Washington projects were granted a waiver because project timelines and schedules are constrained by the short construction season at 6,288 feet and the condition of the aging sewer and water systems. Bradley noted that the state is looking to see if buying portable air ventilation units, similar to those

being sought for the Obs Museum, would allow the Legislative Office Building to be reopened. Dunn explained that a couple of the exhibits from the shuttered Weather Discovery Center will be added to the Obs' summit museum. Other exhibits will be used added to the McAuliffe-Shepard Discovery Center, a science museum in Concord. The chairman called the next remote commission meeting for Friday, Jan. 29, 2021."

- Conway Daily Sun - Dec 14, 2020

December 15th

Winter Service: "The Cog Railway is expanding its winter offerings after over a decade without winter train trips up Mount Washington. The Cog has already begun weather-dependent weekend, holiday and vacation week trips up to Waumbek station, which sits at about 4000', and is awaiting the arrival of a groomer to further broaden their reach. "Skiers and snowboarders, be sure to stay tuned here as we await the delivery of the Cog's own groomer," said a Dec. 11 post on the Cog's Facebook page. "Back-country runs along the Cog's right of way have never been better!" Rob Arey, Marketing Director for the Cog, said on Monday that the Cog has been working towards winter service for a while. They were hoping to start last season but couldn't make it happen, he said. Skiers, snowboarders and hikers will still be able to use the Cog's right-of-way to skin up and ski or board down, and Arey doesn't have any concerns of safety with the trains running. Backcountry users will still pay a $10 land use fee at the parking lot, though now they have the option of taking the train up and skiing or snowboarding down. Only roundtrip tickets are available for the foreseeable future, said Arey, but that may change "as the Cog evolves." Arey is not worried about novices skiing down from Waumbek station, as the terrain below it is fairly easy "depending on the depth of snow. Once you get up higher, that's where you get into the Mount Washington extreme territory," he said.

That's where the groomer, which features an attached cab that can fit 10 people in normal times, may come in. Though plans aren't set in stone, Arey said its intended use is to take smaller groups up higher on the mountain to then ski or snowboard down. The trip up to above Jacob's Ladder, the steepest section of the Cog's route, is poised to cost the same as the train: $41 per person. "[The groomer] is also for safety in case we ever needed to get up the mountain while the trains were busy," said Arey in an email. It has not been decided if the Cog will groom the right-of-way that many skiers use with their new machine, and Arey says it will not have all the same grooming attachments that ski areas have. "Until it gets here, I'm not completely sure how the whole operation will run," Arey said. The Cog received between $350,000 and $1 million in PPP loans to maintain staff and has struggled with decreased revenue due to COVID-19, the Caledonian previously reported. Arey said that the expanded operations have helped keep staff on year-round. "Last winter we kept the base station open all winter and, with the surge in hikers and snowmobiling and all those other things, we think there'll be at least enough business to cover the cost of having [full-time employees] around," said Wayne Presby, owner of the Cog, at an October meeting with Senator Jeanne Shaheen, D-NH. The train now runs at 12 pm and 1:30 pm every weekend with a 10:30 am departure during holiday periods. With two weekends of winter service under their belt, Arey says demand is high with a second train added on most excursions to date. The roundtrip fare is $41 for adults and $29 for ages 4-12. Due to social distancing measures, each train holds 35 people instead of the normal 70. The passenger coaches are heated and the trip is narrated. At Waumbeck Station, visitors can enjoy warming huts and complimentary refreshments. Online reservations are strongly recommended and changes due to weather will be posted as far in advance as is possible, said Arey. The Cog offered winter service, called the "Cog Railway Ski Trains," from 2004-2006. That service took skiers up to 3,800' with a novice upload partway up and featured snowmaking and grooming. It ended in 2006 following the sale of Bretton Woods, which was owned in part by the Cog."

- Caledonian Record - Tues, Dec 15, 2020 pg. A3

December 19th

Everything New Is...: "During the cold weather season, The Cog is an ideal base station for all kinds of winter recreation activities. Trails for backcountry skiing, snowboarding and hiking are all just steps away from our parking lots. And new this year, we've added direct access to an extensive network of hundreds of miles of groomed snowmobile trails throughout northern New Hampshire. That's enabled us to partner with our friends at Northern



2020

Extremes Snowmobile Rentals in Bretton Woods to provide a most unique winter mountain experience. Now you can join a guided snowmobile tour to Marshfield Station on one of Northern Extremes' Ski-Doo or Polaris sleds, followed by a train ride up to Waumbek Station!" *(Ed note: The 21st Century "Ride the Rails" promotion echoes the multi-modal promotional package of the late 19th and early 20th Century where tourists could circle Mt. Washington via the Summit via carriage & train (Cog & traction) from their hotel in a single day.)*

- Mt. Washington Cog Railway FB page - Sat, Dec 20, 2020



- New Hampshire Magazine - Dec 2020

December 26th

"Skiis Off" Fun: "We know it's a little challenging this year on the ski slopes, so if you're looking for a break from struggling to climb into your boots and britches in the back of your car, New Hampshire Magazine has 9 suggestions for "skis off" fun this week. And guess which little old mountain climbing railway is on the list?" / Reporter Brion O'Connor: "Years ago, my brother Mike, a proud member of Manchester Central's Class of 1978, sported a fun bumper sticker on the back of his truck: Skiing = Life. It was, I thought, the perfect mantra for those hearty New Hampshire residents and visitors who love winter. Still, while it might sound sacrilegious to some, man does not live by skiing alone. Same for every woman and child. Because although skiing and New Hampshire is a match made in heaven for many, it's not the "be all, end all" for everyone. Even most skiers and snowboarders understand that. Take me, for example. I'm a New Hampshire boy through and through. I can't think of anything I'd rather be doing after Thanksgiving than hitting the slopes, carving big ol' turns on fresh-groomed corduroy, or maybe sneaking into the glades after a good powder dump. But I'm also a husband and a father, and suffice to say, not everyone in my clan shares my single-minded obsession. Do they love to ski? You bet. Do they want to mix it up a bit? Absolutely. So, to keep the peace, my wife and I rely on another time-honored adage: "Variety is the spice of life." We make a concerted effort to enjoy all the activities that the winter in New Hampshire offers. That mindset can be a life-saver (or at least a trip-saver), given the vagaries of the weather. We only have one rule: Everyone needs to get outside. On the (west) side of The Rockpile, the legendary Cog Railway chugs halfway up the mountain's western flank (winter rides do not go to the summit). The world's first mountain-climbing cog railway is not an exhilarating ride, per se, given the slow, steep approach. But the stunning views and sublime sense of history are unparalleled. And kids will love the chance to stand in the coach and lean out way over their toes, thanks to the sheer incline (with grades exceeding 35%), much like a ski jumper in mid-flight. The small museum at the Marshfield Base Station is also worth a visit, with fascinating displays such as the Devil's Shingle slideboard (which early daredevils used to race down the track at

breakneck speeds) and *Old Peppersass*, the first locomotive to climb The Rockpile on July 3, 1869."
- Mt Washington Cog Railway FB page - Sat, Dec 26, 2020 / New Hampshire Magazine - Dec 23, 2020







December 30th

Wayne's Shop Update: "Sorry for the long delay in updating everyone on our new shop project. We continue to make progress. Cranes arrived *(above)* today. Floors being prepped *(left)* for concrete. Rough wiring installed. New snow cat *(next page)* for grooming trail and rescuing passengers if need be." ***David Huber:*** "Wayne W. Presby - thanks for the update. Are you doing overhauls off sight this year?" ***Wayne W. Presby*** "No. We plan on doing all the over hauls here this year, although we will be getting a late start. Good thing is steamers are all done and work on track and some programming changes have led to a dramatic drop off in some routine maintenance." ***Mike Pelchat:*** "Is the cage in front of *(groomer's)* blade attachable? ***Presby*** "Yes. It is made for delivering supplies and equipment. I am sure that it could also handle a rescue sled. The seats fold up in the cabin so a rescue sled can be loaded in the cabin as well." ***Fanny (Teague) Blaggie:*** "Outstanding progress and nice looking *(shop)* design." ***Presby:*** "But we haven't put the windows in yet!!" ***Dave Moody:*** "This pic (top) helps to show the size of the new shop compared to the old one." ***Presby*** "And the mezzanine level inside is larger than the entire *(existing)* engine shop. The combined square footage in the engine and car shop is about 12,000 square feet. The new shop and its mezzanine contain 34,000 square feet." ***Amy Wentworth:*** "It's huge. Wow." The



photos first appeared on the *MWCR: We Worked There* page then on January 4th they were posted on the Cog's public Facebook page. ***Jim Viar*** "Rides in the new snowcat to the summit.....mmmmmm sounds interesting." ***Mount Washington Cog Railway:*** "Jim Viar - you didn't hear that from us."

- MWCR: We Worked There FB page - Dec 30, 2020 / Mount Washington Cog Railway FB page - Jan 4, 2021

2021

January 2nd

An Urge to Go: "Some of us who work here at The Cog had other lives, long before the mountains called and we accepted the charges. Like so many of you, we often made the long journey north from Boston and points south on Route 93. After slogging thru Friday night rush hour traffic, the Hooksett North rest area beckoned like an oasis in the desert. We always stopped there for at least one of three reasons: to get gas, to get a bottle of something interesting, or to use the bathroom. Usually we stopped for all three. With that in mind, we present to all our friends from





south of the border what we are starting to call the Sistine Chapel ceiling of the Cog Railway: our new 24' mural *(above)* in the hallway outside the rest rooms– enjoy!"

- Mount Washington Cog Railway FB page - Jan 2, 2021

January 3rd

Above the Clouds: "The view *(left)* of the undercast from Waumbek Station at 4000' was jaw-droppingly, un-frickin'-believably gorgeous all day today. Join us this week as we roll out our new weekday winter schedule."

- Mount Washington Cog Railway FB page - Jan 3, 2021

January 6th

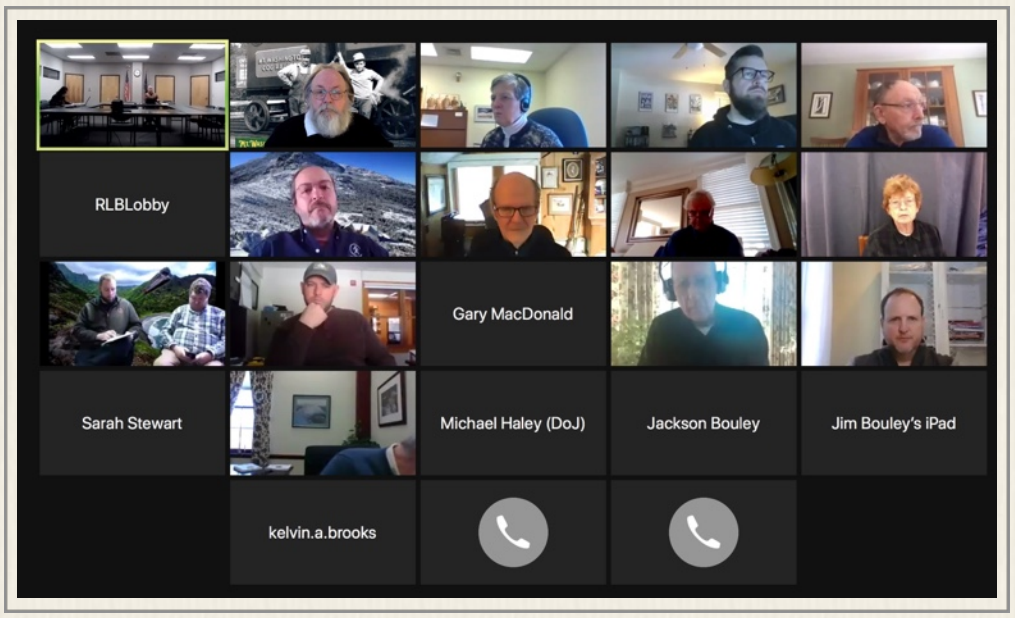
Fie on this Fee: Editorial: "New Hampshire should tread carefully on the topic of charging the

public to enter the summit house it owns atop Mount Washington. The situation isn't comparable to fees paid to enter other state-owned parks. At those, the park is the destination. The public is coming to enjoy a park's attractions, be it a Cannon Mountain ski trail, a hiking trail, or a camping or picnic area. The Sherman Adams summit building is not the primary attraction atop Mount Washington. It is the summit itself that attracts people to it, along with the means by which they get there, be that hiking or riding up the venerable Auto Road or the Cog Railway. They are at the summit to enjoy the view, whether that be measured in miles on a clear day or in a few feet when the summit is socked in. They visit the summit house to use the bathroom facilities, buy a snack, and perhaps visit the weather observatory's small museum (for which the observatory gets a small fee). The state says the food concession and rent are not covering operations and planned improvements to the summit building. It may want to work with the Cog and observatory regarding fees. It may need to hike the hot dog price. But needed improvements ought to be considered an investment, not a money-sink. State tourism and state coffers benefit greatly from Mt. Washington. Messing with success is not a good business plan. Or is the state also planning on charging tourists to use its roadside rest areas? What an image that would present: Welcome to New Hampshire. There's a fee to pee."

- New Hampshire Union Leader - Wed, Jan 6, 2021

January 8th

Mt. Washington Commission Fees Meeting: "Hello MWC members and interested parties – I am sending you the Zoom meeting information should you wish to join the Fee Subcommittee meeting on Jan 8 at 10 a.m."



Mount Washington Commission Jan 8th Fees Subcommittee Zoom meeting (2021)
- Lewis Family Collection

Questions about Fees: Reporter Edith Tucker: "The state Division of Parks and Recreation and the Mount Washington Commission are exploring charging a $4 base entrance fee to the Sherman Adams Building in the Mount Washington State Park atop the Northeast's highest peak. No entrance fees are now charged, including at the temporarily closed historic Tip-Top House. Commission chairman state Sen. Jeb Bradley ran an efficient two-plus-hour Zoom subcommittee meeting on Friday, Jan. 8, that highlighted concerns of stakeholders — both commercial and non-profit — on how this new revenue would be used. The fee under discussion would only be charged to enter the Sherman Adams Building and not for entering the 60-acre park because of the rights that are held by third parties for access to the summit, explained Parks and Recreation director Phil Bryce in his four-page memo. "This proposal is being explored concurrently with the renegotiation of an existing lease between the state and the Mount Washington Observatory," Bryce pointed out. "The current agreement does not allow the state to charge fees, and this would have to be amended."

A fee would provide additional financial resources to support the operation and maintenance of the state park and help pay for costly capital infrastructure projects, including water and sewage treatment facilities, he explained. Not only would the state park's financial position improve, but some of the monies generated could also be used to update displays and enhance "visitor experience" at the Obs' museum, Bryce noted. The museum, located on the Sherman Adams Building's ground floor, could not be opened in 2020 because it does not have a ventilation system, making it unsafe during a pandemic. Day use fees to enter the Sherman Adams Building would be collected when time-specific reservations are made through the N.H. State Parks system, the director said. There are two sets of limitations that now govern Sherman Adams Building occupancy: a short-term cap of 75 people to allow 6-foot "social distancing" during the current pandemic; and a long-term cap of 300 people that was determined by the state fire marshal to allow for safe, speedy emergency egress. If an entrance fee is charged, then basic needs — fresh potable water, adequate bathrooms and possibly a wind break or bad-weather shelter — would have to be made available to those visiting the summit who have not paid to enter the Sherman Adams Building, either because no space is available or they did not want to pay it. No estimate has

been made for how much providing these ancillary services would cost. This past summer, the Cog and Auto Road paid to provide portable toilets.

Subcommittee members suggested that the fire marshal be asked if there were any easy-to-make changes, such as removing tables and chairs, that would allow more than 300 visitors to be safely accommodated. Bryce said he would ask, but also reminded everyone that the state's revenues that defray its personnel and other overhead costs depend on both on-site retail and cafeteria sales. A summary of 10 years of revenue and expenses indicates that the park's net loss totaled $130,000. Over that same period, however, some $1,028,000 in capital budget expenditures were made. The park's operating expenses will drop by over $200,000 because the state has finished paying off the bond it used to buy the Dartmouth Tract. "But the pending sewage treatment and water system upgrades are expected to total between $3.5 and $4.5 million," Bryce said. The base day entrance fee for state parks stands at $4 (not including reservation fee), which could generate over $800,000 a year on the summit.

Any request for instituting a new fee would have to be submitted to the Joint Legislative Fiscal Committee for approval at the same time as an updated fee package for all state parks — last updated in 2012 — is submitted. Bradley emphasized that all the summit stakeholders represented in the 12-member MWC would almost certainly have to indicate "universal support" for a Sherman Adams Building entrance fee in order to receive its favorable vote. Bryce pointed out that the state's other "flagship" parks, including those in Franconia Notch, Mount Monadnock and Hampton Beach generate funds that support the rest of the state's park system. "All other parks in the park system support the Parks Fund, which, in turn, pays for administration costs of over $2 million a year," the director pointed out. "Mount Washington State Park does not. Charging all entrants to the building instead of just those visiting the Observatory's museum will provide a more stable source of revenue to the Observatory to operate its museum as part of the overall park's experience," Bryce said. Interim Observatory director Donna Dunn noted that museum revenue helps to financially support the weather professionals who work at the summit year-round. Subcommittee members asked a number of questions that they believe must be answered before they could recommend charging a Sherman Adams Building entrance fee.

Questions covered a range of topics. Is the expanded sewage treatment plant "right-sized" for a Sherman Adams Building that can only accommodate 300 people at once? How would visitors be encouraged to leave the building so that adequate turnover can be maintained? Would the two profit-making entities — the Cog and Auto Road — be expected to subsidize the year-round operation of the Observatory's weather station and staff or just its museum? Has consideration been given to hiring a Disney theme park consultant to recommend crowd flow and control techniques on the summit? Should the lease arrangements for the Auto Road's parking lots be reviewed again. Are state and federal public safety agencies paying their fair share to lease space for communications equipment on the summit? Does the parks budget really subsidize these sister agencies?"

- The Berlin (NH) Daily Sun - Mon, Jan 11, 2021

Transparence-Fee, Please: Jitney Jr's Take: "Gaining universal Mt. Washington Commission support for a new admission fee to the Sherman Adams building atop Mount Washington may require a new level of transparency into the various private financial deals between the so-called "partners" handling tourist visits to New England's highest summit. "I have no problem with paying a fee to help support the summit," Cog Railway president Wayne Presby told the Mount Washington Commission. "I just want to make sure that my fee… isn't being used to subsidize some other entity. We have a current agreement in place with the *(Mt. Washington)* Observatory to continue to pay them. So what happens to the existing agreement I've got with the Observatory if now all of a sudden this new fee is implemented?" Presby's plea for a transparent "organization by organization" review of all the side deals that have been cut between the various Mt. Washington partners *(State of New Hampshire, White Mountain National Forest, Auto Road, Cog Railway, Mt. Washington Observatory, Appalachian Mountain Club & broadcaster Townsquare Media)* was underscored by the fact NH Parks & Recreation Director Phil Bryce, who oversees operations at the Mount Washington State Park, was unaware the Cog had resumed making payments to the Observatory – the organization he is currently renegotiating a new deal with. "This is the first time I've heard that you have restored some support for the Observatory and I just want to thank you very much for doing that… maybe I wasn't paying attention." Bryce can be forgiven. Settlement of the legal fight over the use of a $5-dollar per railway passenger fee paid to support the Observatory museum was publicly launched in June 2019, was fought briefly in the press and then confidentially settled during court-ordered me-

diation in January 2020 before going to trial. The terms of that settlement would be revealed if Presby's requested review happens. Presby did say the Cog had paid over $650,000 in summit fees over the last ten years.

Presby was surprised to learn the State had not yet determined how much the leases for telecommunications facilities at the Summit are worth, and whether New Hampshire is being fairly compensated. And there were more revelations. Cog Railway assistant manager Ryan Presby wondered how much the Auto Road is paying the State for parking lots at the summit – parking that would generate $15 per car at other state parks, like Hampton Beach. Bryce said the Auto Road currently pays the State a $1-dollar a year for the lots and access to the Summit in exchange for not charging for state and vendor traffic over the road. The Auto Road's Howie Wemyss said his company gave up its right to sell food at the summit, and only charges the state for the transit of heavy trucks during construction projects, but like to talk about wintertime damage to its pavement by state snowcats heading to the summit. Bryce said all that would be up for negotiation when the existing agreement is set to expire.

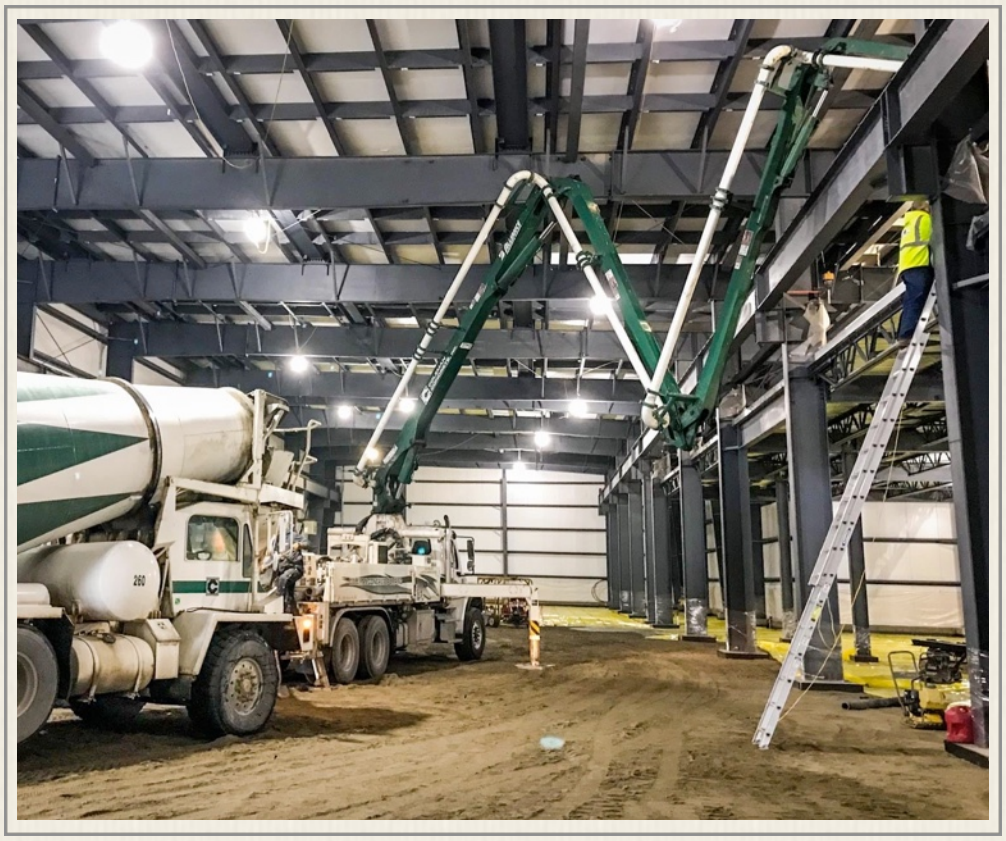
Chairman State Senator Jeb Bradley says a unanimous recommendation for the new fee will be necessary for it to be put in place, and it will need to be reviewed by as soon as possible by lawmakers to be in place for 2021 Summer season. The untangling of the financial spaghetti in search of that united front from the "Summit partners" will continue when the Commission meets on January 29th."

- Cog Clatter publisher in the Aggregated Timeline Pt B - Wed, Jan 13, 2021

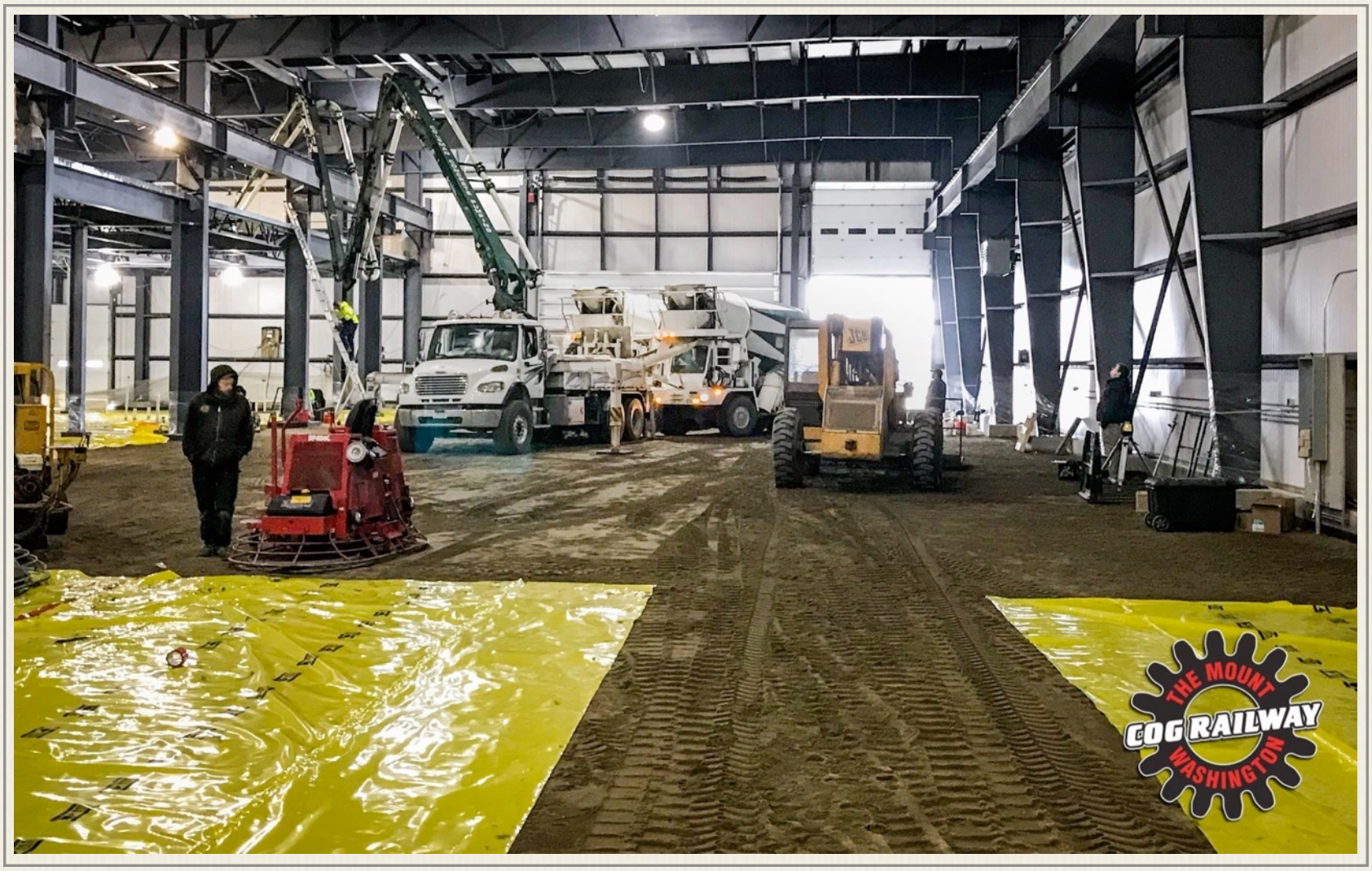


January 13th

Concrete Steps: Wayne W. Presby: "Things are coming together. Started pouring slab today *(right & below)*. Floor to be completed by Tuesday next week. Cranes to be installed following week. Electrical going in. Really taking shape now." ***Amy Wentworth:*** "That place is huge. Amazing. Nice work." ***Mount Washington Cog Railway***: "Holy smokes, Coggers - check out



this new shop update! The concrete trucks have been parading up and down the Base Road all morning long, and the pour is progressing beautifully. We watched the last section of the mezzanine going down a few minutes ago. The big pour for the shop floor is next. When all is said and done, this crew will have poured 600 cubic yards of concrete, delivered in 60 truck loads!" ***Chip Ordway***: "Are these being built in addition to or are they replacing the vintage shops?" ***MWCR:*** "We're keeping the old engine and coach shops, including the transfer table in between." ***Ordway:*** "Glad to hear that! I toured the old shops years ago and the working museum aspect was fantastic." ***Robert Whalen:*** "Are you guys doing radiant floor, I had thought that was the plan, but don't see any "tubing" set??" ***MWCR:*** "No, we're



doing Modine system, using waste oil with a propane backup." ***Adam Otterbach:*** "Darn should have done both." ***David Barrett:*** "Now that's a shop! Totally jealous my toolbox needs to be in there." ***John Whalen:*** "I can't wait to see you moving those engines around on air mattresses - so to speak. Great job!" ***Jim Viar:*** "Just curious: why the pour up there??" ***MWCR:*** "Office/storage space on the mezzanine level" ***Mark Newman:*** "Going to be a beautiful facility!"

- Mt Washington Cog Railway: We Worked There & Mount Washington Cog Railway FB pages - Wed, Jan 13, 2021



January 25th

Floor Poured & Cured: Mt. Washington Cog Railway: "So here it is, Coggers– a nice new shop floor. This is what 600 cubic yards of concrete looks like! Next big step will be installing the sprinkler system and the two 10-ton overhead cranes. We're getting close!"

- Mount Washington Cog Railway FB pages - Wed, Jan 13, 2021

January 29th

Mt. Washington Commission Fees Meeting: 10am Via Zoom. Full Commission to review list of the open discussion points and questions raised at the MWC Fee Subcommittee Meeting on Jan 8th:

Trump Rules Change Requires Another Million: Edith Tucker reporting "State Parks and Recreation Director Phil Bryce alerted members of the Mount Washington Commission at their virtual meeting on Friday, Jan. 29, to a major change in the operation of the "state side" of the now permanently financed Land and Water Conservation Fund. The state no longer determines how this money will be spent; instead, the decisions are made in Washington. Under this new procedure, land acquisition will be LWCF's primary goal rather infrastructure projects such as upgrades and replacements, Bryce said. That said, money to help fund the sewage treatment plant — still in the design phase — in the Mt. Washington State Park likely won't qualify for LWCF dollars, he warned. The state already has $1.8 million in its capital budget for this key project and had been counting on the federal program to make up for the approximately $1 million shortfall. Sen. Jeb Bradley (R-Wolfeboro), who chairs the commission, quickly gained the support of fellow commissioners in seeking additional state capital dollars. Department of Natural and Cultural Resources Commissioner Sarah Stewart and state Rep. Karen Umberger, a Republican from Kearsarge who was recently reappointed to represent the House, agreed that the project must have "absolute priority." State officials have already begun reaching out to the state's congressional delegation to ask that the top-down decision be reversed. Bryce, a member of the Governor's Re-Opening Economy Task Force, noted that it is uncertain how COVID-19 will affect this summer's operation of the state parks system, including Mt. Washington State Park and the ATV Festival at Jericho State Park in Berlin.

Door to Capacity Increased Capacity: "'State architect Tom Mansfield provided the commission with a memorandum outlining the factors in the 2015 State Building Code used to set the maximum occupancy for each floor of the Sherman Adams Building at the top of Mount Washington. "The main floor occupancy load could be increased to 500 by the addition of new doors," his memo said. "The ground floor's capacity is capped at 298. The total occupancy of the SAB in compliance with the code could be as much as 798, provided the capacity of each floor is not exceeded." Somewhat lower numbers could be required depending on the precise configuration of particular spaces. The memo shattered the 300-visitor limit inside the SAB that the Fire Marshal's Office had set as the maximum in late 2020 without mentioning the possibility of making relatively easy fixes. Mansfield recommended replacing one of the four coiling (roll-up) overhead doors with an infill wall with a pair of 3-foot-wide hinged exit doors. The doors and needed hardware would cost no more than $50,000, he estimated, and the commission, acting in its advisory capacity, voted its approval unanimously. "This is the best news; it takes a lot of pressure off," said Bryce, while noting, however, that the capacity figures are not applicable to the pandemic's "6-foot distancing" requirement. The Fire Marshal's Office points out that coiling doors do not qualify as fire exits.



Replacing an overhead door with standard entryway to up capacity (2020)
- Patrick Hummel photo / Mt. Washington State Park FB page

Presby Economic Analysis: "A day ahead of the meeting, Mt. Washington Cog Railway President Wayne Presby emailed his review of Bryce's proposed $4-per-day entrance fee to the Sherman Adams Building, which was first discussed last Dec. 11 as well as at an entrance fee subcommittee meeting Jan. 8. "Bryce's finan-

cial analysis... fails to explore all the impacts which may result from this fee's implementation," Presby said. Dealing with average attendance numbers is grossly misleading, he said, since "there are major fluctuations in the attendance due to time of year, weather and tourism seasonality itself. "We could be in worse shape financially if we require reservations to get into the SAB and charge everyone an entrance fee," Presby said. Presby listed his own calculations of the benefits to parties that hold leases at the summit, taking into account the state's lost revenue opportunities that he believes are a result of these agreements. If the state park is ever to become self-sufficient, a fair return for all property leased to summit stakeholders must be determined and then implemented, Presby said. This is true even if Sherman Adams' occupancy is limited, he said. In making his argument, Presby pointed to the Mt. Washington Auto Road's parking lots that are leased for $1 dollar a year from the state in exchange for the state not being charged for some of its vehicular traffic. He said many communications entities on the summit also paying less rent than a fair market rate. Presby said the state should reconsider its decision to spend $15 million to rebuild summit communications facilities and instead focus on meeting the demand of tourists currently traveling to the summit. Bradley thanked Presby for his memo. The questions the Cog Railway president raised will have to be satisfactorily answered before the commission seeks permission to charge the public $4 to enter the Sherman Adams Building. "We'll have to have our ducks in a row," Bradley said.

Museum Air & Ops: "(Tom) Mansfield, working with two staffers at the state Public Works Department, reported on two options for "off the shelf" portable self-contained air filtration units that could allow the Mr. Washington Observatory Museum to open on the ground floor this summer, assuming the building opens. After hearing the units described, the commission voted unanimously to grant permission to the Obs to spend up to $20,000 to install the optimal configuration, using Obs dollars set aside in a special museum fund totaling over $100,000. Allen Brooks of the state Attorney General's Office said he would review the fund's documentation to be sure that this was an appropriate use. The museum was unable to open at all in 2020 because no ventilation was in place. Donna Dunn, interim executive director of the Obs, said she received a pro bono offer from a company experienced in "metering people flow" designed to help increase revenues in theme parks and museums. Bryce readily agreed to send the Obs both SAB floor plans and visitor data. The next Zoom meeting of the Mount Washington Commission is set for Feb. 19 at 1 p.m."

- Conway Daily Sun - Mon, Feb 1, 2021



Twin Mountain Snowmobilers at Waumbek (2021)
- Mt. Washington Cog Railway FB page

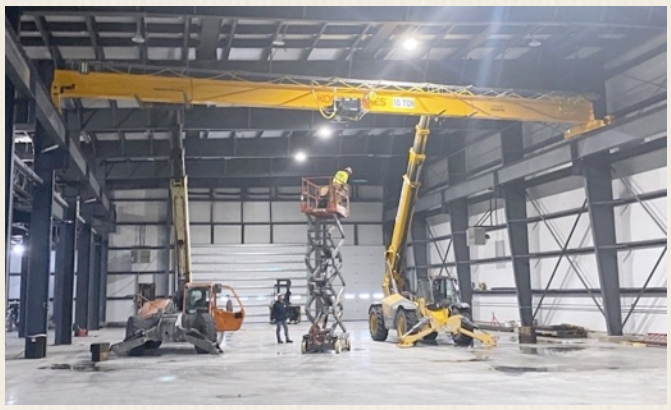
February 4th

A New Snow Route: "Twin Mountain Snowmobile Club has a new trail connection to the Mt. Washington Cog R.R. Great View, Restaurant, Rest Rooms, Gift Shop, Convenience Store. Trail is located from intersection of Jefferson Notch and Mt. Clinton Trail intersection up to the Base Station." ***MWCR:*** "A great place to ride got a little better recently, with our new link from Marshfield Base Station to the network of hundreds of miles of snowmobile trails winding through the forests of northern New Hampshire. It's nice to see our friends from the Twin Mountain Snowmobile Club-New Hampshire Northern Extremes Snowmobiling, and so many others adding a comfortable pit stop at Marshfield to their winter adventures. And don't forget, you can even take a ride with us while you're here!" ***Twin Mountain Snowmobile Club-New Hampshire:*** "Great to have you guys (the Cog) as part of our system again." ***Timothy Ames:*** "I cannot recommend this highly enough! Such a great time! We did this last week!!!!"

- Twin Mountain Snowmobile Club-New Hampshire FB / Mount Washington Cog Railway FB

February 9th

Shop Cranes Installed: Wayne W. Presby: "Crane installation completed. Two radio controlled 10 ton units with built in master slave programming. We also have two sets of air casters coming in on Friday *(2/12)* that will allow us to move the equipment around on a cushion of air!!!" ***Kathy-Rae (Presby) Emmi:*** "Wow that's awesome... we'll have to come see the progress this weekend." ***Anne (Teague) Koop:*** "Modern technol-



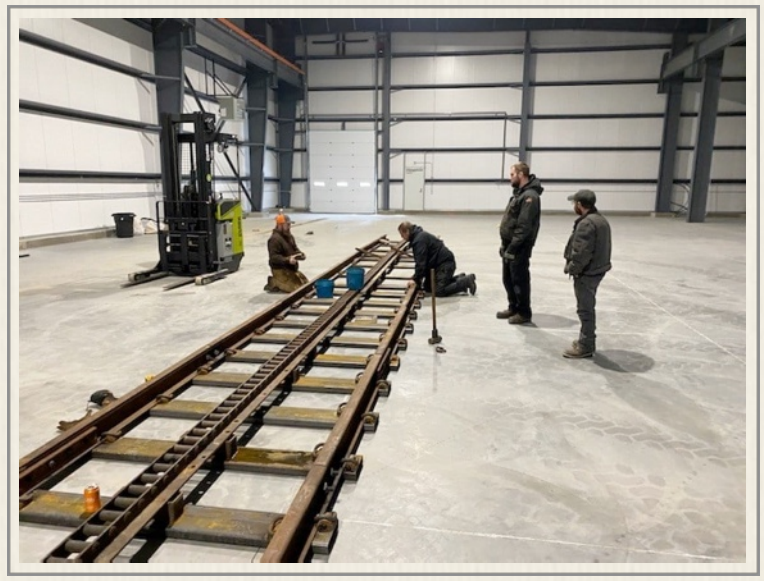
10-ton crane up to the roof (2021)
- Wayne W. Presby Photo

ogy is wonderful" ***Wayne W. Presby:*** "Anne - I bet Arthur would have loved to have this equipment to work with!!!" ***Koop:*** "Yes he would have Wayne. I'm happy to see all that you are doing at the Cog to make it more workable for the 21st century." ***Presby:*** "It will also enable us to keep the steam engines we are still running in excellent shape." ***Koop:*** "That is wonderful as steam is also important to many train buffs." ***Adam Otterbach***: "About time, looks cool. How did the air caster work, get a big enough industrial compressor?" ***Tim Otterbach***: "Adam - I imagine you're glad you're not up on the mountain with your former re-rail crew now, with this "brisk" midwinter weather!!"

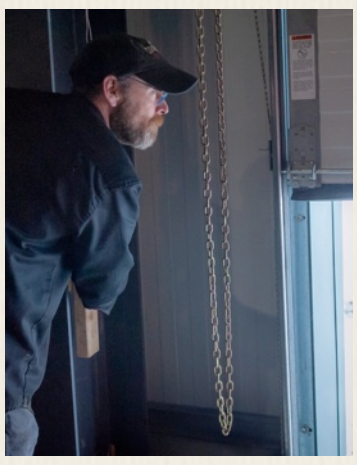
- Mt. Washington Cog Railway: We Worked There facebook page

February 10th

Corporate Crane Posting: "Good morning Coggers! We inched a little closer to the finish line down in the new shop yesterday *(2/9)*. Overhead, the tricky business of installing two 10 ton cranes went flawlessly, as electrical and sprinkler system work continued. Outside, preparations for bringing the mainline and shuttle tracks right up to front door of the shop are nearly complete. Now the focus shifts to assembling the short track sections on which our locomotives will be staged, all in anticipation of the arrival of the air casters that will enable the crew to push the engines around the concrete floor by hand. And as always, shop foreman John Suitor *(left)* kept a sharp, watchful eye on everything." ***Lee Gaboriault:*** "Pushing locomotives around by hand? Incredible...." ***Mount Washington Cog Railway:*** "Lee Gaboriault - Yep, on a pillow of air. Stay tuned for the videos!" ***Walter Hansen:*** "It is so interesting and impressive. Your father would be so impressed and proud. This is a mechanical persons dream. Someday I would love to see it all too." ***Susan Gummerus Presby:*** "Walter - I think of dad with every new thing we do at the Cog. He would never leave this building if he was still with us."



Interior track sections assembled (2021)
- Wayne W. Presby Photo



Foreman John Suitor (2021)
- Cogarazzi Photo

Meanwhile... Back At The Car Barn: "With all the excitement around our new maintenance shop, we got a little nostalgic for the "classic" Cog shops that will remain just outside the new building. This afternoon we took a quick trip down to the coach shop with mechanical engineer Caleb Gross to photograph the brake assemblies on the trucks for the new passenger coach we're building. While we were there, we took a peek in the coach bays in the rear of the shop. It won't be long before these beauties are out of cold storage and back at work on the mountain. Caleb also showed us the prototype for new and improved electronics for our coach PA systems. He's just one of the many unsung heroes working behind the scenes every day to keep the world's first mountain climbing cog railway on the right track!" ***Paul Forbes***: "Those pictures almost make the coach shop look cozy! Which we know is not true!"

- Mt. Washington Cog Railway facebook page



Car barn coach bays in winter (2021)
- Cogarazzi Photo

February 12th



Moving In: Wayne W. Presby: "Before and after pictures. Track connected to shuttle track and laid down inside New Shop. Re-railing Car being moved into New Shop. Engines and Coaches all lined up inside the New Shop ready for tomorrow's passengers." ***David Huber:*** "What is status of re-railing?" ***Presby:*** "About 300 feet left to install" ***MWCR: "***This morning we passed an incredible milestone - we put down a length of track and rolled the first piece of equipment (our 65' re-railing car) into the back of the new maintenance shop. While there's still much to do before we can begin full operations in the new building, today feels like the beginning of a new era at The Cog!" *- Mt. Washington Cog Railway facebook page / Mt. Washington Cog Railway: We Worked There facebook page*



February 15th

Wayne W. Presby: "Sorry for the lack of video. However, we used the aircasters today *(2/15)* for the first time to move the re-railing car into this new position *(above)*. It weighs 33,000 lbs. and moved easily. We now have room to park our snowblower in front of the two passenger trains. Getting ready for more snow." ***MWCR:*** Engineer Josh Bishop got the shot we've all been waiting a very long time for – President and General Manager Wayne Presby inside our new maintenance shop *(below)*, flanked by three locomotives, two coaches and a snow-blower (and with PLENTY of room to spare)! There's also a 65' rail car back there somewhere. And all of it is warm and dry (OK, drying), resting up for tomorrow's passenger service. Wayne says "Our goal is to turn the



new shop into a technological tour de force. We hope to establish relationships with local technical schools and offer classes in the use of some of the more advanced technologies available." And that's just the beginning. Stay tuned for much more information in the days and weeks ahead as this amazing 151 year old mountain climbing railway continues its journey into the future!" ***June Hamilton:*** "Thats really good! The Chatham Marconi Maritime Center *(in Massachusetts)* does STEM education with local high schools." ***Connie Brem Quather:*** "Offering the classes is a great idea!" ***Edward Champagne:*** "I am from NH originally with family still there... I like your idea of partnering with a tech school. Blessings to you and your crew."

Scott Olsen: "Why don't you guys use the new facility to build some new biodiesel fired, steam locomotives to get rid of those awful looking rectangular boxes you currently call locomotives." ***MWCR:*** "Scott - There have been multiple attempts over more than a century to convert the steam locomotives to diesel, all ending in either failure or infeasibility due to each machine's individually unique design. The age and condition of most of them would have created a maintenance nightmare, for no practical reason other than aesthetics. Introducing our current fleet of biodiesel locomotives (all based on a fairly common design for both switching and mainline engines) literally breathed new life into the railway." ***Olsen:*** "I'm not an expert by any means, but I know several other railroads have done it successfully. Just depends what your goal is I guess. If the primary goal is getting to the top of the mountain, the diesel boxes you have work great. If getting there and looking historically accurate while doing so is a priority, boiler conversion/replacement would make sense. I personally just like seeing the preservation of steam engines as they are pretty fascinating." ***Wayne W. Presby:*** "The few places where conversion has been successful I believe have much larger and longer boilers with bigger fire boxes. We still have two authentic working steamers and hope to restore a third one in the future. As the existing boilers get older we will explore redesigning one to burn oil. We are also thinking about building an electric battery powered unit now that the technology has made it possible. Nothing is more convenient then just turning the key!!! Our *(diesel)* locomotive design is based on historical designs like the antique Plymouth switcher locomotive that sits on the grounds of the Fort Wayne Railroad Historical Society in New Haven, Indiana, USA. Look it up. The resemblance is astounding!!" ***MWCR:*** "We can't say we agree with the "awful looking" part, and they certainly are every bit as "authentic" as the steam locomotives once were (maybe even more so since we design and build them ourselves). If you do a little digging, you'll find that there was quite a bit of outrage among the horse and buggy set when the first odd looking, smelly, smoke chugging and annoyingly loud steam engines sullied the landscape. Progress is disruptive, but the point of progress is to build on and improve upon earlier technologies. There would be no Cog Railway today if it weren't for innovations like our incredible new locomotives, solar powered automated switches, etc." ***Luna Black***: "Out with the old. Yet don't forget the soul of the Cog is in the steamers. How many are even left working?" ***MWCR:*** "MW2 *(Ammonoosuc)* and MW9 *(Waumbek)* are alive and well! We still run them in the Summer and Fall. And what we don't forget is that the soul of the Cog is not steam, it's Sylvester Marsh's spirit of ingenuity. He applied his genius to the state-of-the-art transportation technology of his day, the steam locomotive. We have an equally ingenious crew who have strengthened and modernized this railway to ensure that it will be around for another 150 years. They're applying this era's current technology to do that, Just like Marsh did. And we hope that the next generation of Cog geniuses will continue to build on what came before. Who knows, maybe electric



locomotives powered by renewable energy generated on-site?" ***Bill Fothergill:*** "Will the old shops be saved or are they going to be dismantled? There is a lot of history in those buildings." ***MWCR:*** "Bill - all the buildings below the engine shop had to come down to make room for the new shop. Almost all of them were in pretty bad shape. The original coach and engine shops, along with the transfer table, will remain in use." ***Fothergill:*** "Glad to hear the transfer table and old shops will be saved. The new shop looks great and I am sure will be a welcome addition for you guys to keep up with Maintenance with the modern shop. Do you guys have any plans for the remaining steam engines out behind the shop? I have always thought one would look good on a small Jacob's ladder on my slope in front of my B&M caboose." ***MWCR:*** " It sure would! But we do have plans for them, eventually. Stay tuned here for details." ***Tom O'Neill:*** "Bill Fothergill - The one at Beaver Brook *(Museum)* is still there and for sale."

- Mt. Washington Cog Railway facebook page / Mt. Washington Cog Railway: We Worked There facebook page

February 19th

Mt. Washington Commission Fees Meeting II: "A proposal to charge admission to enter the Sherman Adams Building on the summit of Mount Washington will not be presented this year for legislative approval, although there was a discussion last month by the Mount Washington Commission to do so. The commission advises the state Department of Natural and Cultural Resources in the management of summit property owned by the state. State Sen. Jeb Bradley (R-Wolfeboro) chairs the commission as well as a subcommittee on charging fees. That subcommittee on Jan. 8 discussed the idea of charging entrance fees at the two-story concrete building that houses a cafeteria, bathrooms, gift shop and other amenities plus access to the Mt. Washington Observatory, its museum and staff quarters. But at the commission's Zoom meeting held last Friday *(2/19)*, Phil Bryce, director of the Division Parks and Recreation, relayed the decision not to charge a fee made by Natural and Cultural Resources Commissioner Sarah Stewart. No fee has ever been charged to enter Sherman Adams Building. The idea to charge a fee was first floated last Aug. 28 by attorney Jack Middleton of Freedom, who represents the Observatory on the commission. At that meeting, he said charging a $5 fee could help pay for costly capital projects at the summit. In response, Bradley appointed a fee study subcommittee, naming himself the chair. He pointed out that "much care and consideration would be needed to determine the amount and implementation of fees, including the long-term financial viability and capital projects for the park that would convince both the Legislature's Fiscal and Capital Budget committees."

Responding to the chairman's request, Stewart and Bryce submitted a proposal for a $4 base entrance fee for consideration at a Jan. 8 subcommittee meeting. Mount Washington Cog Railway President Wayne Presby subsequently circulated two memos, calling for all summit leases to be reviewed, with particular focus on the competing Mt. Washington Auto Road's parking lot, as well as state and federal communications leases. Figuring out how much revenue would be raised by an entrance free was complicated by the fact that the state Fire Marshal has capped the number of people who can be inside the building at one time at 300. Also, still unknown is when even stricter COVID-19 restrictions can be lifted. Bradley and state Rep. Karen Umberger (R-Conway), who serves on both the House Finance Committee and the Joint Legislative Fiscal Committee, agreed this was not a good year to seek approval for a new fee. Nonetheless, Bradley said the proposal led to good discussion, giving commission members "a chance to kick the tires."

Former Auto Road General Manager Howie Wemyss, who sits on the commission, suggested inviting state legislators on a field trip to the state park. Umberger said some legislators have probably never been up to the summit and many others haven't been there since the now-60-acre park was enlarged. Attorney Paul Fitzgerald, now a public member but in the past a representative of the Obs, said he thought adding an entrance fee would be a reasonable solution to generating new revenues at the 6,288-foot summit. "I'm more than disappointed," he said. Bradley — who said he "wholeheartedly" agreed with Stewart's decision — said it was unlikely a fee proposal would pass Fiscal Committee muster without a unanimous commission vote in favor of imposing it. He added that if the Legislature turned it down, it would be that much harder to get any fee approved in the future. Umberger said state agencies like Parks, Transportation and Education should have a prioritized list of projects at the ready if and when more federal funds flow into the state to help defray pandemic costs and/or jumpstart the economy post-COVID.

In other business discussed at the Feb. 19 Zoom meeting was the cost of replacing one of the replacing one of the roll-up entrance doors to the Sherman Adams Building that could allow the state fire marshal to increase the building's safe capacity up to 500 people, spread over two floors. The previous back-of-the-envelope esti-

mate only included materials but not labor and other costs and a more realistic estimate is $150,000. However, before final plans are drawn up, the fire marshal wants to do a walk-through inspection. However, hopes that this replacement could be completed by the end of May were dashed, given the time it takes to go through the state's bidding process, plus the governor and Executive Council approval process. The summer tourist season will likely be over before the work could be completed.

Everyone, however, was pleased to learn that Gov. Chris Sununu, plus U.S. Sens. Jeanne Shaheen and Maggie Hassan, were able to reverse rules adopted by the Trump administration on how monies can be spent on the "state side" of the now permanently funded Land and Water Conservation Fund. The state will continue to determine how these dollars are to be spent, and those decisions will not be made in Washington. Funds needed to pay for part of a new sewage treatment plant in the Mount Washington State Park — still in the design phase — will again qualify for LWCF dollars. The state already has $1.8 million in its capital budget for the project and can now count on this federal program to help fund the shortage, which may total as much as $1 million.

Another topic: The Observatory has chosen the type of portable ventilator units it wants to purchase in order to open its summit museum. The museum was closed all last summer, and remedying this is not only critical to the non-profit's financial health and but also will let it fulfill its educational mission. At its last meeting, the commission gave the green light to using its own funds from a special museum account to pay for them. Finally, Mount Washington State Park Manager Patrick Hummel announced he has hired Christa Rousseau of Randolph to fill the year-round position of operating retail manager in the Sherman Adams Building's gift shop. Rousseau served as interim manager last year and previously was assistant manager. A 2011 Gorham High School graduate, Rousseau has worked fin the park's summit shop or a decade."

- Conway Daily Sun - Mon, Feb 22, 2021

February 24th

Giving It A Blow: Josh Bishop: "What a great day *(below)* at work today took the m6 out and snow blowed all the way to Skyline hopefully next week I'll make it to the summit." ***MWCR: "***It's a nice day to blow a little snow! Here's trainmaster Adam Kendall *(next page)* at the business end of the snowblower just below Jacob's Ladder, photographed by engineer Josh Bishop back on the engine. Looks like almost 2 feet of snow ABOVE the rails right here, but remember, we're up above ground level on a trestle for the entire 3 mile route, so the total depth is considerably higher. They're going to try to push through all the way to the summit today. We'll send more pictures if they make it!" ***Charley Kenison:*** "Looks like its drifted pretty good!" ***Wayne W. Presby:*** "Charley - We have resurrected the snow broom designed and built by you and Al *(LaPrade)*. We are going to mount it on the front of the new blower so that it throws the snow back into the blower. We will be able to raise and lower it so that it can help cut down large drifts and sweep off the rails and rack." ***Dave Moody***: "Josh, How was the drift below Jacobs ?" ***Josh Bishop:*** "Dave - not as bad as normal." ***Moody:***



2021



Kendall clearing the chute (2021)
- Snowblower photos by Josh Bishop

"Looks like the new snowblower really eats through that crust/snow !" ***Adam Kendall:*** "Dave Moody - it eats through it like butter. I make a good hood ornament." ***Adam Otterbach: "***Nice - glad the hard work building it paid off." ***Dave Moody:*** "Josh - You and Adam have to "recreate" this scene *(left)* from years ago." ***Bishop***: "Dave - we'd have to get that much snow first." ***Dan Kenly:*** "That drift wasn't as bad as chipping all the ice out of bay 4 to get it out.... Bay 5 my bad." ***Jim Surette:*** I was skiing there yesterday *(2/24)* and was disappointed to see that the snow cat drivers had completely tracked up one side and it appeared that the other side had been groomed. Is The Cog management open to suggestions on how to better preserve the snow for your skier guests?" ***Josh Bishop:*** "Jim - we groom 1 side but usually leave the other side alone but unfortunately skiers and snowboarders won't stop going up onto the tracks so we decided to make a berm in hopes to stop people from doing so." ***Surette:*** "Josh - Thanks for the response! So, perhaps if skiers would follow the directions it might actually be in their own best interest? I wonder if we could get some more specific signage up there to help address both issues? And/or get the message out in other ways as well." ***Bishop:*** "Jim - perhaps in the future - this is a trail winter with the trains we are learning what we need to do." ***Wayne W. Presby:*** "Jim - We are open to suggestions. We value all the input we receive. Anything that helps improve the product. We usually pack the snow after the powder has been skied off and lots of ruts are appearing. We know everyone likes to ski the pow pow. But we really are preserving the snow. If we compact it occasionally it will last longer when the weather gets warmer. We also keep it groomed so we can get the groomer up the mountain if a rescue is needed."





MWCR: "Well, the boys were only able to push the snowblower up as far as Skyline, around 5300', before 65 mph sub-zero wind chills convinced them to come back another day. Josh sent a couple of the first pictures we've seen from above tree line for several months. It's nice to see *(above)* that Mounts Clay, Jefferson, Adams and Madison are still up there!" ***Robert "Bobby" Trask:*** "Great job guys. Could u video the snowblower in action for me. My neighbor sold the snowblower to u and I would like to show how it works so she can show it

to the crew. So proud of you all for keeping the dream alive."

- Mt. Washington Cog Railway facebook page / Mt. Washington Cog Railway: We Worked There facebook page

March 10th

Former Coggers Consider Condos: "As the region faces a housing crunch, there's a condominium/townhouse development planned in the town of Bethlehem, and if it secures the permits, construction on the first of five phases could begin this spring. Planned are a total of 35 to 43 single-family detached units on 200 acres that is part of the Adair Country Inn and Restaurant near Route 302 and Interstate 93. The Adair Country Inn property is owned by Joel and Cathy Bedor, who were among a group of principals who owned the Mt. Washington Hotel from the early 1990s to mid-2000s and who bought the Adair property a half decade ago. "With the 200 acres, we wanted to make the best use of it and not allow it to sit there and do nothing," said Joel Bedor. "It seems like now is the right time to do it." Citing his experience in condominium developments, Bedor said as a Mt. Washington Hotel owner he helped developed condominiums there from the late 1990s and into the early 2000s, and, after that, he was also a principal owner of a condominium development in Texas that is associated with a tennis club. In addition to Smith, Bedor's development team for the Adair project includes Steve Keach, a Concord, Vt. native and the project engineer who runs the Bedford, New Hampshire-based Keach-Nordstrom Associates. The total 202-acre area consists of five parcels with frontage on Guider Lane, a town-maintained road that accesses the inn and that was part of Route 302 prior to a realignment to accommodate I-93, and Brook Road, said Keach. The dwelling units themselves will be accessed from Guider Lane. All of the interior streets within the development and all the infrastructure, including water and sewer, will be privately owned and maintained. The cost per each unit is estimated at about $350,000."

- Caledonian Record - Sat, Mar 13, 2021 pg. 1 & A11

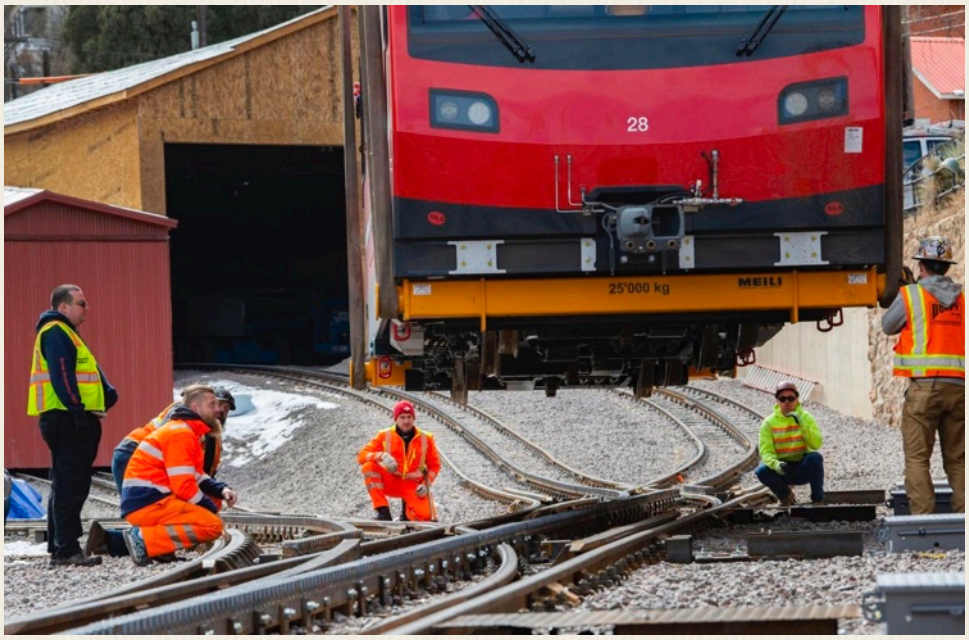
April 6th

Pike's Peak Begins Ticket Sales: "Tourists and Coloradans have waited several years to resume riding The Broadmoor Manitou and Pikes Peak Cog Railway, but the wait is coming to an end. Mountain and train lovers alike can start buying tickets. The Pikes Peak Cog Railway, the highest train in the country at 14,115 feet and one of only two Cog railroads in the U.S., underwent a $100 million make-over to the train's tracks, cogs and summit house since October 2017, according to a news release from The Broadmoor, a Colorado Springs hotel. Rides up the 9-mile track are expected to begin in May at a standard price of $58 or $48 for children 12 and under. The journey takes three hours round trip and stops at the new $60 million Pikes Peak Visitor Center, according to the release. The train track, first built in 1891, will celebrate its 130th anniversary this June and The Broadmoor, which operates the train, will hold a ribbon cutting ceremony at the summit June, 30, the release said. Other attractions on the mountain include hiking and biking. The Broadmoor hotel is owned by the Denver-based Anschutz Corp., whose Clarity Media Group owns *The Gazette*. // Tickets for the renovated Broadmoor Manitou & Pikes Peak Cog Railway are once again on sale. After a few years on pause to replace the tracks and train cars, the railway is getting ready to reopen. Tickets are $58 for adults and $48 for children under 12. Crews are installing the new coaches and tracks as part of the $100 million renovations in Manitou Springs to take passengers to the summit of Pikes Peak at 14,115 feet altitude. The first ride of the season is scheduled for the end of May." // Tickets are now on sale for the resumption of operations for the Broadmoor Manitou & Pikes Peak Cog Railway, the nation's highest railway and one of only two cog railways in the U.S. The railway will reopen in May. Since October 2017, it has been undergoing a $100 million renovation including a complete rebuild of its tracks, a new cog system, new and rebuilt equipment, a new depot in Manitou Springs. At the 14,115-foot summit, passengers will visit a new $60 million, fully accessible and environmentally Pikes Peak Visitors Center, featuring



Delivery Day: *Crews begin to lift the first new engine for the Broadmoor Manitou & Pikes Peak Cog Railway on March 26 in Manitou Springs. The engine, three new passenger cars and a new snowblower arrived and were placed on the new tracks as the railroad prepares for its soft opening May 1. One engine and three more passenger cars will arrive April 15 and the third set is scheduled to arrive on May 13. (2021)*

- Christian Murdock photo / The Gazette - Apr 6, 2021



digital interactive displays and new menu options. The summit also features a new elevated pathway and overlook designed to protect the mountain's fragile tundra. "The Cog is an important part of Colorado and the West's heritage," Ted Johnston, assistant general manager of the railway, said in a press release. "We're excited to re-open the railway for the public to experience and enjoy this scenic American adventure that has such a rich history. We've been working on this project for three years, and we are very excited to take our first trains and passengers up the mountain." The railway was built in 1891 and has been operated by the Broad-



Above: *The first of three new engines for the Boardmoor Manitou & Pikes Peak Cog Railway is slowly lowered onto the new railroad tracks at the cog railroad station in Manitou Springs by two large cranes on March 26.* ***Right:*** *Crews align the first of three new engines as it is slowly lowered onto the new railroad tracks. (2021)*
- Christian Murdock photo / The Gazette - Apr 6, 2021

moor since 1925. In addition to the 3-hour, 9-mile round trip by rail, visitors have the option to hike up on the 13-mile Barr Trail and ride down, or ride the train up and bike down on a 19.5 mile guided excursion. Tickets are available online at the railway website. Standard fares are $58 for adults and $48 for children 12 and under with advance purchase, or $59.50 at the ticket window. A reserved seat option, $68 for adults and $58 for childen, allows passengers to select specific seats. The railway strongly recommends advance purchases for preferred dates, times, and reserved seating. The railway will mark its 130th anniversary on June 30, 2021, with a special event and ribbon cutting ceremony."

- Colorado Springs Gazette - Apr 6, 2021 / CBS Denver - Apr 5, 2021 / Trains.com - Apr 5, 2021

April 15th

N.H. Masks Off - Cog Stays Covered For COVID: "This afternoon *(4/15)*, Governor Sununu announced that he will not renew New Hampshire's mask mandate for businesses and attractions when it expires tomorrow. But at the same time, due to the rising number of cases and hospitalizations in the state, he also encouraged residents and visitors to continue to wear masks, practice safe physical distancing and other familiar COVID precautions. Out of an abundance of caution, the Cog Railway will continue to require our guests to wear masks on the coaches and in our buildings, and we will continue to limit the coach capacity to 50% in order to safely separate family groups. Obviously, these policies will be revised as we move deeper into the season. As we have for over 150 years, we remain committed to the safest and most enjoyable adventure on the world's first mountain climbing cog railway!"

- Mt. Washington Cog Railway FB page - Thu, Apr 15, 2021 at 7:36pm

April 23rd

Skyline Bound: "Good morning Coggers! April is here, and while it is still chilly and white here on Mount Washington, warmer Spring weather is right around the corner. After nearly 6 long months away from the summit, we are happy to announce that we'll be back above tree line earlier than ever this year! Hourly departures to Skyline, at 5300', resume on April 23 (this year with a special stop at Waumbek for refreshments and pictures on the way back down). And our first passenger trip of the 2021 season to the 6288' summit of Mount Washing-

ton leaves Marshfield Base Station at 9:00am on May 1!" ***Dave Moody:*** "Great idea to stop at Waumbek on the way back down from Skyline !" ***Mount Washington Cog Railway:*** "Dave It was necessitated by the hourly schedule- we'll unload at Waumbek to watch the next hour's up mountain train on the passing loop" ***Wayne W. Presby***: "I think Ryan Presby deserves the credit for that brain storm."

Mount Washington Commission: Reporter Edith Tucker's dispatch: "Opening up the Sherman Adams Building for the summer tourist season and safely handling crowds appears far less daunting than it did just weeks ago, the Mt. Washington Commission learned at last Friday's Zoom meeting. A work-around can almost certainly eliminate concerns about life safety issues in the building located just below the 6,288-foot peak in the 60.3-acre Mount Washington State Park. The Office of the State Fire Marshal worked with architect Tom Mansfield of the Department of Natural and Cultural Resources and agreed to increase the SAB's main floor capacity to 475 occupants and its ground floor capacity to 278, both including staff. Earlier, a state fire marshal assessment had capped main-floor occupancy at only 340 but the ground floor at 298. At first, the only solution to increasing capacity appeared to call for replacing at least one of the overhead doors in the SAB's large entryway. That custom construction project not only had an estimated capital cost of over $100,000 but also likely would not have been in place until Labor Day. The approach, however, would have increased main-floor capacity to 500. Problem-solvers have now concluded that a staff member can just keep one of the existing overhead doors open all day by securing it with a padlock, ensuring occupants can exit the building in an emergency. The wind direction will determine which overhead door should padlocked into an open position. An extra plus for commission chairman District 3 Sen. Jeb Bradley (R-Wolfeboro) is that he will no longer need to persuade his Senate colleagues to increase the state's capital budget, as originally expected. The total cost of the new approach can be absorbed in the park's operating budget since other changes only include relocating two exit signs, replacing some door hardware and new signs.

Another plus to the new plan is there will be no need to employ a reservation system. Last summer, a substantial number of those who made reservations did not show up. At Friday's Zoom meeting, Parks Director Phil Bryce did point out that the fire marshal had not yet signed the needed permit. Bryce also provided the commission with an update on what will likely become a series of state guidance advisories in the ongoing battle against the spread of COVID-19 at a time when a rising number of vaccines have been administered. Earlier in the day, Bryce participated as an active member in a policy-recommending committee that reports to Gov. Chris Sununu. DNCR Commissioner Sarah Stewart said the department would pull together a plan with the aim of safely reaching normalcy. Interim Executive Director Donna Dunn of the Mt. Washington Observatory explained that the non-profit has begun interviewing applicants to work in the Obs museum on the Sherman Adams Building's ground floor. This year, employees will have to travel every day to the peak, since only the weather staff will spend nights in its overnight facilities. Since not one weather staff member has contracted COVID-19, they will continue to be sequestered. Those considering accepting a job in the museum want to know whether they must wear a mask inside the Sherman Adams Building, Dunn said. The ventilator units are on hand in North Conway and ready to be installed in the windowless museum once the surface of the Mt. Washington Auto Road firms up, she said.

The summit Master Plan was the final major agenda taken up by the commission. Commissioner Stewart and attorney Michael Haley of the Department of Justice, who represents the DNCR in the Client Counseling Unit of the Civil Bureau, presented information on the no-cost Harvard Negotiation and Mediation Clinical program of Harvard Law School. Both believe that this dispute resolution program could be beneficial in helping to iron out some of the contentious issues that have arisen between some of the organizations that have designated seats on the commission. Haley, a 2019 graduate of Harvard Law School who was recommended by former N.H. Attorney General Gordon MacDonald to be hired in June 2020, lists on his resume his participation in this clinical program in fall 2017. The attorney explained that the program is beneficial not only to those whose thorny organizational issues are studied and addressed but also to those who are studying at various Harvard University graduate schools. Because of the press of application deadlines, the commission reached consensus that the staff could draw up a draft application for possible approval at its next meeting June 4 at 9 a.m. This meeting could potentially be held in-person at the Peabody Base Lodge in Franconia Notch State Park."

- Berlin & Conway (NH) Daily Sun - Mon, Apr 26, 2021

Minutes: "A regular meeting of the Mount Washington Commission (MWC) was held by videoconference. ***Capital Improvements***. Mr Mansfield reported that the sewage treatment plant design plans will be com-

pleted by the end of the month for a late summer bid release. Onsite work will start in spring, 2022. The $1,020,000 capital budget funding for water system improvements were approved by the House and DNCR will present its capital budget request to the Senate on May 11th. ***State Park Report & Operating Plan Review.*** Dir Bryce, who serves on the Governor's Re-opening Task Force, said that a consolidated Universal Guidance was just approved, with specific guidance for certain activities. It allows businesses to decide if they want to have more restrictive safety protocols and allows visitors/consumers to decide for themselves whether they feel safe to patronize that business. Parks is working with the Commissioner on park operating plans, including metrics for monitoring COVID-19, staffing challenges, updated cleaning protocols, capacity measures and suggested mask use. The water bottle filling station, picnic tables and benches will be available to visitors, but the Tip Top House will remain closed until the interior work is completed. As was done last year, the summit partners will coordinate the placement of portable toilets at the summit. Mr Mansfield met with the state fire marshal to establish a maximum capacity for the SAB. With the size of the doorways, and by locking the overhead doors at the main entrance open (allowing for wind conditions) and updating the emergency exit alarms and signage, the maximum capacity of the main floor is set at 475 and the ground floor at 278 people. ***Master Plan.*** Chair Bradley said he is looking to restart the master plan effort and is considering using Harvard Law School's Negotiation & Mediation Clinical Program as a resource to help the Commission resolve the various issues and interests of the summit partners. ***MWObs.*** Ms Dunn said they are hiring for the summit museum. To protect the summit observers, they will not have the museum attendants stay overnight. Next year will be the Observatory's 90th year of summit operations and they are working on their strategic plan. ***Cog Railway.*** Mr W Presby said the Cog is currently operating daily to Waumbek Station, and begin operations to Skyline today *(4/23)*. They will provide daily service to the summit by the end of the month."

April 27th-28th

New Photographers Needed: "Smile shutterbugs– the Cog Railway is looking for a few good photographers! If taking pictures is your passion, and you love trains, mountains, history, and working with fun people, then we have the job for you! You'll work outdoors, and in our in-house photo department, capturing images of people from all over the world as they board our trains. We'll provide the equipment and training, you'll provide the talent and enthusiasm! If you're one of the people we're looking for, or if you know somebody who is, check out the full job description at https://www.thecog.com/photographer and apply today!





Sprucing Up for Start of Season: "Saturday *(5/1)* is the big day, Coggers - the first summit trip of the 2021 season goes up at 9:00am, and trains will depart hourly until 2:00. We've had multiple crews working up above tree-line over the last few weeks, doing spring track and switch inspections and continuing the process of clearing trackside debris created by the massive re-railing project that is now nearly complete. Engineer Josh Bishop and Trainmaster Adam Kendall sent down these shots of the work under way at the summit yesterday *(4/27)* and today *(4/28)*."

- Mt. Washington Cog Railway FB page - Wed, Apr 28, 2021

April 30th

Tomorrow... Tomorrow?: "Let's have a drumroll please.... it's been a long, rough winter, but tomorrow, May 1, is the big day! We're sending passenger trains back to the summit for the first time since last October. The first 3-hour round trip of the 2021 season leaves Marshfield Station at 9:00am, with trains departing every hour thereafter until 2:00pm. There is one little catch, however, because this is Mount Washington, Home of the World's Worst Weather. The forecast for Saturday sounds like we may be seeing a bit of rain and light snow early, with wind gusts approaching 80mph diminishing toward midday. In other words, just another Saturday on Old George! If the weather forces

any change to the schedule, we'll post a service update here first thing tomorrow morning, so stay tuned. In the meantime, schedule, tickets and much more are always at thecog.com All of us here at The Cog look forward to welcoming you back to Mount Washington this year!"



May 1st

Nope - Waumbek: "Good morning Coggers - It looks like we are going to have wait one more day for the first summit trips of 2021. Snow and high winds have created difficult conditions above tree line, so all trains will be going to Waumbek Station today. Just to prove that we weren't trying to pull a fast one on all you Coggers by not going all the way up to the 6288' summit today, here's what May 1, 2021 looked like a few minutes ago *(right)* up at Waumbek Station (4000'). Any questions?



May 2nd

Roosters Blow Through: "Good Sunday morning, Coggers, and what a difference a day makes– we're going to the top! The crew went up with the roosters early this morning to cut a path through yesterday's snow and to drop off an empty coach for temporary shelter. We had to bring it down prior to yesterday's hurricane-force winds to keep the thing from making an unscheduled station stop in North Conway. But today's a beauty, and we're running hourly from 9:00 until 2:00 – get your tickets at thecog.com. And thanks to train master Adam Kendall for the snap!

May 3rd

Heated Coach in Place: "Engineer Stephen Allen sent us a couple of pictures from 6288' this morning, showing some rime ice (frozen fog) still visible near the summit sign. Up above tree line, winter hasn't given up the ghost quite yet, so we've staged a heated coach up there for shelter *(below)* during the layover. What a rare opportunity to experience pre-season conditions at the top of New England!



May 5th

N.H. Rail Loan: GOVERNOR AND EXECUTIVE COUNCIL AGENDA #28 Authorize the Bureau of Rail & Transit to enter into a loan agreement with the Mount Washington Railway Company, Mount Washington, NH, for rail replacement materials, construction of re-rail installation care and labor to install replacement rail, in an amount not to exceed $1,228,160. Effective upon G&C approval through September 30, 2021. 100% General Funds-Capital.

"A 20-year $1.2 million loan to install "heavy rail" for the Mount Washington Cog Railway will make for a smoother ride and require less maintenance, according to rail management officials. The Executive Council voted Wednesday *(5/5)* to approve the loan from the fund created in 1994 to support upgrades for Class III and Cog Railway Programs. The only other applicant for the money was the Conway Scenic Railroad. State officials have tentatively endorsed a $161,000 loan for the Conway Scenic Railroad whose management asked for $480,000 to refinance what's known as the Dome Car Rhonda Lee. Councilor Joe Kenney, R-Wakefield, said the need to make these improvements to the "Cog" was obvious. "We absolutely all know the Cog is a national

treasure, and this request will surely help secure it for decades to come," Kenney said. The Mount Washington Cog Railway was built in 1869, the first such mountain-climbing train in the world. It has operated every summer from about May 1 to Nov. 1, except during World War I and II, officials said. Ridership has increased from a low of 60,000 riders in 2009 to 130,000 in 2019. Since last June, due to the COVID-19 pandemic, capacity on the train has been reduced to 50%. This limit will be lifted Friday *(5/7)*, and state park officials said capacity will be gradually increased and raised to 100% seating later this year. Plans are to reopen the Mount Washington State Park summit facilities by Memorial Day weekend. The state park summit facilities were closed during the 2020 season. The current rail in use weighs 25 pounds per yard, and it was installed around 1874 to replace the original strap rail used to build the line. The upgrade would eliminate wooden side pieces that have to regularly be replaced and maintained as they are prone to failure, according to Shelley Winters, administrator of the state Aeronautics, Rail and Transit Fund. The loan will pay to replace the rail with 100-pound stock, which is considered heavy rail. It will be 2,600 times stiffer than the existing track, according to rail management officials. To finish the project, the railway built a custom re-railing car with a boom crane, lights and hydraulic powered tools installed aboard. The work could be completed by the end of September. "The benefits of this project are numerous. It will result in a smoother ride, lower future track maintenance and a significant reduction in damage to rolling stock, thus reducing maintenance costs substantially," said a report from Mount Washington Railway Co. President Wayne Presby to the Department of Transportation. "It will also increase customer confidence in the line and should result in further increases in passenger demand." According to a University of New Hampshire poll, the Mount Washington Cog Railway was the second-best known attraction in the state, behind only the Old Man of the Mountain. Last week, Gov. Chris Sununu marked the 17th anniversary of the Old Man's collapse. "In the 38 years I have been involved at the railway, this project in my opinion represents the highest cost-to-benefit of any project we have yet to undertake," Presby concluded in his report."

- N.H. Union Leader - Wed, May 5,2021

(Editor's note: It is clear from this story reporter Kevin Landrigan was unaware the re-railing project had been underway for the last three years and only 300-feet of the 25-pound rail remains to be replaced.)

"The governor's executive council approved a $1.2 million loan on Wednesday for improvements to the Cog Railway. A smoother ride, less maintenance and improved safety as the Mt. Washington Railway Company makes improvements to its rail lines. "What it entailed was replacing all of the rail up on the mountain, which was put down on the 1890s and it was what they called 25 pound rail so it weights 25 pounds a yard," said Wayne Presby, president of Mt. Washington Railway Company. It's now being replaced with what they call heavy rail, 100 pound rail that offers a smoother ride. Replacing 3 miles of track the entire length of the Cog Railway. "This was a really important project for us and we applied for funds that they had available and evidently they thought it was a worthwhile project too," Presby said. Executive councilor Joseph Kenny said the decision to approve a $1.2 million loan for the project was an easy one. "Long-term it's going to be a great experience for New Hampshire and for tourists who travel to New Hampshire," Kenny said. The money will come from a special fund used to help rehabilitate railways. Conway Scenic Railway also got about $160,000 for projects as well. Work on the rails will happen mostly in off-hours and will be completed in the next month or two as the railway prepares to welcome more riders. "We're going to increase our capacity slightly once the restrictions come off on May 7," Presby said."



- WMUR-TV - Wed, May 5, 2021

(Editor's Note: Heavy rail began being installed on the Cog Railway beginning in March of 2018 with the installation of the bridge over the Ammonoosuc River at the Base Station. The project continued over the next two summers and accelerated when the COVID-19 pandemic reduced operations until only a short section (About 300-feet according to Presby in February 2021) of the road above Jacob's Ladder remained to be replaced. The $1.2-million dollar 20-year loan would help increase the Cog's liquidity as the railroad's ridership/business dropped 50% in 2020 due to COVID-19 restrictions.)

May 6th

Steamer Shakedown Ladder Check: "We had a bit of a traffic jam up at Jacob's Ladder the other day when the steamer, on a trial run, stopped so the crew could jump out for a quick inspection *(left)*. Engineer Josh Bishop

took advantage of the situation and grabbed a shot of the scene, including one of our fine feathered friends who often escorts us down the mountain! The first steam trips of the 2021 season go up on May 29 and 30 at 8:30 and 3:00." *- MWCR Facebook page*

May 6th

Two Major Projects: "The Mt. Washington Cog Railway has invested about $5 million over the past five years in capital projects, with the bulk of these dollars paying for re-railing the whole route from the Marshfield Base Station to the Sherman Adams Building on the 6,288-foot summit with stiffer, stronger 100-pound rail and for constructing a brand-new modern fabrication and maintenance facility, explained Cog president Wayne Presby of Littleton during a tour Thursday *(5/6)*. The re-railing project is designed to provide a smoother ride, reduce long-term track and rolling stock maintenance costs and increase customer confidence in the line, he said. The rerailing car that features an internal knuckle-boom crane, lights and hydraulic-powered tools was custom-built for the project by Cog employees and should remain in service for decades to come, allowing track maintenance to be scheduled around the clock, if need be. "In the 38 years I have been involved with the railway, this project represents the highest cost-to-benefit of any project we have yet to undertake," Presby noted in an application for a special competitive New Hampshire revolving loan fund established in 1994 for railroad capital rehabilitation and equipment for Class III railroads and cog railroads. Two railroads applied for the N.H. Department of Transportation-administered loan, and the Cog was selected. Gov. Chris Sununu and the Executive Council approved the Cog's loan of $1,228,160 at its May 5 meeting.



Cog Railway President Wayne Presby stands in front of the brand-new 250-by-120-foot Cog maintenance facility that replaces a wood-beam-and-clapboard shop built in 1896. (2021)
- Edith Tucker photo / Conway Daily Sun

Although the Cog owners had used the special loan fund in the past and repaid the borrowed dollars and interest in their entirety, Presby said he had not anticipated borrowing for this project. But the tourist attraction's 2020 drop in revenues due to COVID-19 made this public-private financial arrangement very appealing. The new, roughly $3 million all-metal maintenance building, located slightly down slope from the far smaller wood-beam and clapboard shops built in the 1890s, boasts 34,000 square feet of space: 26,000 square feet on the ground level and 8,000 square feet on the mezzanine. "It is 250 feet long and 120 feet at its widest," Presby explained. "The insulated double-sided metal wall panels have a 27.5 R factor and the ceiling a 37-plus R factor." The building is well lighted and fully sprinklered, served by large water-storage tanks. Two 10-ton bridge cranes dominate the upper reaches of the enormous open work space. They not only will be used when new passenger cars, locomotives, and Cog racks are built, but also for more routine maintenance projects that require lifting major components out of its fleet of locomotives for either servicing or replacement. But Presby is particularly pleased with finding a solution that allows the Cog's rolling stock to be moved around the enormous floor space without embedding any tracks into its expansive cement floor. The Cog now uses an air caster system that's virtually friction-free to lift and move all the heavy equipment and materials its workers fabricate and maintain. "We can easily move the rails, and the casters can move in any direction; our floor space has been left continuous," Presby said. "Unlike in the old shops, we can now use fork lifts."



Cog Railway President Wayne Presby holds an air caster, underside facing out, that's one of several that allows workers to use compressed air to move a locomotive on easily moved rails lying atop the cement floor of the Cog's brand-new maintenance building. (2021)
- Edith Tucker photo / Conway Daily Sun

Presby said his daughter Abigail is now working at the family-owned Cog, organizing the vast array of tools that have been

accumulated over the years. She's listing the exact location of each, thanks to a computer software program. In the past, workers often had to spend nonproductive time locating a needed tool, and sometimes new ones were bought unnecessarily. "We have a surprising amount of duplication," Presby lamented. Increasingly, the Cog is adopting high-tech routines. Cog staffers servicing its rolling stock will use WiFi-embedded safety glasses, allowing them to document the work they are doing. A special zoom camera will be installed on this building's summit-facing peak, allowing the maintenance staff to communicate directly with the on-board Cog team. The Cog maintains a very complete inventory of all the major components of all its rolling stock. Supply-chain disruptions due to COVID-19 plus its remote location at the end of the Base Road on the edge of the White Mountain National Forest make this an essential, Presby explained. "We're the kind of heavy industry that has been traditional in much of the North Country, and we're very pleased to be recognized as one of the region's most well-known attractions," Presby noted. Typically, the Cog employs 20 year-round workers who earn competitive salaries plus benefits, including an 80 percent employer-paid family health insurance plan, disability insurance, a bonus program and regular pay increases.

The Cog ran its trains all winter, and Presby said he and his nephew, general manager Ryan Presby, were thrilled at how many took advantage of this adventurous way to get out into the spectacular landscape from November through April, riding in trains that were only at 50 percent capacity to comply with the state's distancing rules. The Cog trains are now running all the way to the summit. They started doing so on the May 1 weekend. The old maintenance shops will likely be transformed into a specialized Cog museum designed to appeal to its many visitors from around the globe. Built in 1869, the Cog was the first mountain-climbing railroad in the world. - *Conway Daily Sun - Tue, May 11, 2021*

The above article posted on his Facebook page by Cogger Paul Forbes prompted a discussion thread. Henderson, Texas photographer Bill Drotar Jr. had visited the Cog on June 12, 2014. He wrote: "It's sad how much of the original steam area infrastructure and equipment has changed in the name of efficiency or productivity. From the outside looking in it appears it's mostly about making money." ***David Clifford:*** "Bill Drotar Jr. uhh... yeah... even the steam era was about making money. We don't work this hard for the fun of it, no matter the era (speaking for myself here, not as a rep for the company in any respect). We still run steamers for the nostalgic at heart, and I am glad for it, however If we relied on steam exclusively, I don't think there is any way the cog could survive. The new track improvements and the bio-diesel engines make it a more comfortable and safer experience for all riders. I for one am proud to be a part of this legacy." ***Paul Forbes:*** "Bill - Always remember it is a private business. It needs to turn a profit." ***Bill Drotar Jr.:*** "Paul - I think it's awesome that they still run some steam and promote it as something special. My point was it's unfortunate to see changes or noticeable updates to someplace that hasn't changed much in at least the last 75 years."

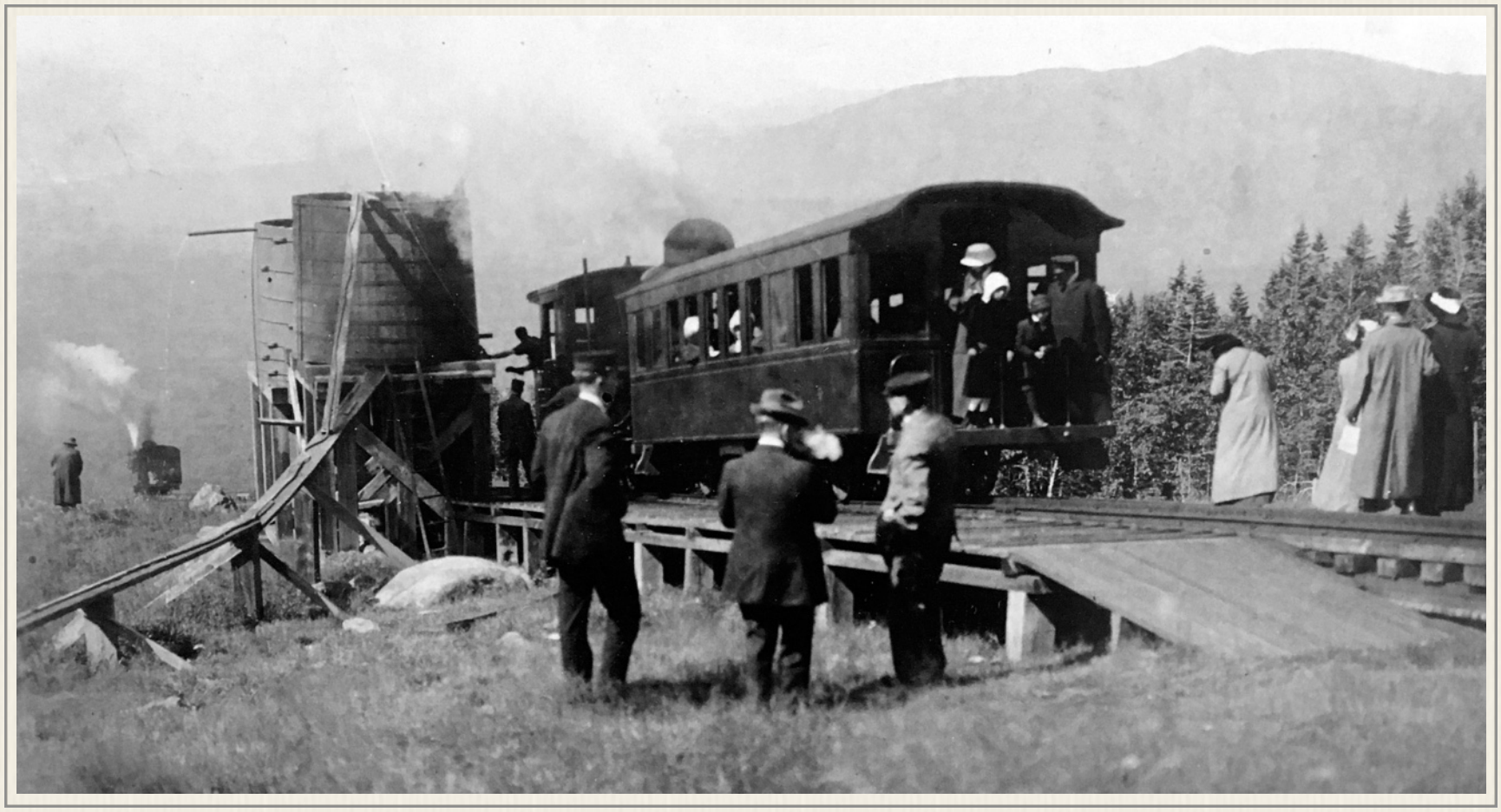


May 12th: *"Today's weather on Mt. Washington, we need some warmer weather !!!"* ***Marc Sawyer:*** *Gas can is a timely, nice touch!" (Ed note: Colonial Pipeline shutdown due to Russian hackers underway.* ***Dave Moody:*** *"Marc - goes with the generator (right in front of the can) heating the coach because the State wont open the summit building for our passengers."* ***Paul Forbes:*** *"You back to work for the season?"* ***Moody:*** *"Paul, One day a week, Thank God it's Friday !"* ***Elden Estey:*** *"Work Wednesday ? First day back? Big crowds ! Fucking artic.... hazard pay double secret over time ! Keep this stuff coming ....."* ***Brian Laurie:*** *"Thats why I stay at the bottom."* ***Susan Gummerus Presby:*** *"Dave can you make this shareable? No one believes me when I say it still winter unless I have photographic proof." (2021)*
- Dave Moody photo

May 10th

Base Road Bridge: "SPECIAL TRAFFIC ADVISORY! Sorry, Coggers, but bridge work begins at the intersection of Route 302 and Base Station Road tomorrow, May 10, and should continue for roughly 30 days (so we should be cool by Thanksgiving, right?). If you're coming up for a train ride, you should expect de-

lays, so don't cut it too close– leave yourself a little extra time to get here. Our trains run on a tight schedule to avoid traffic jams on the mountain, so it's always a good idea to arrive 45 minutes prior to your scheduled departure time." *- MWCR Facebook page - Sun, May 9, 2021 - 3pm*



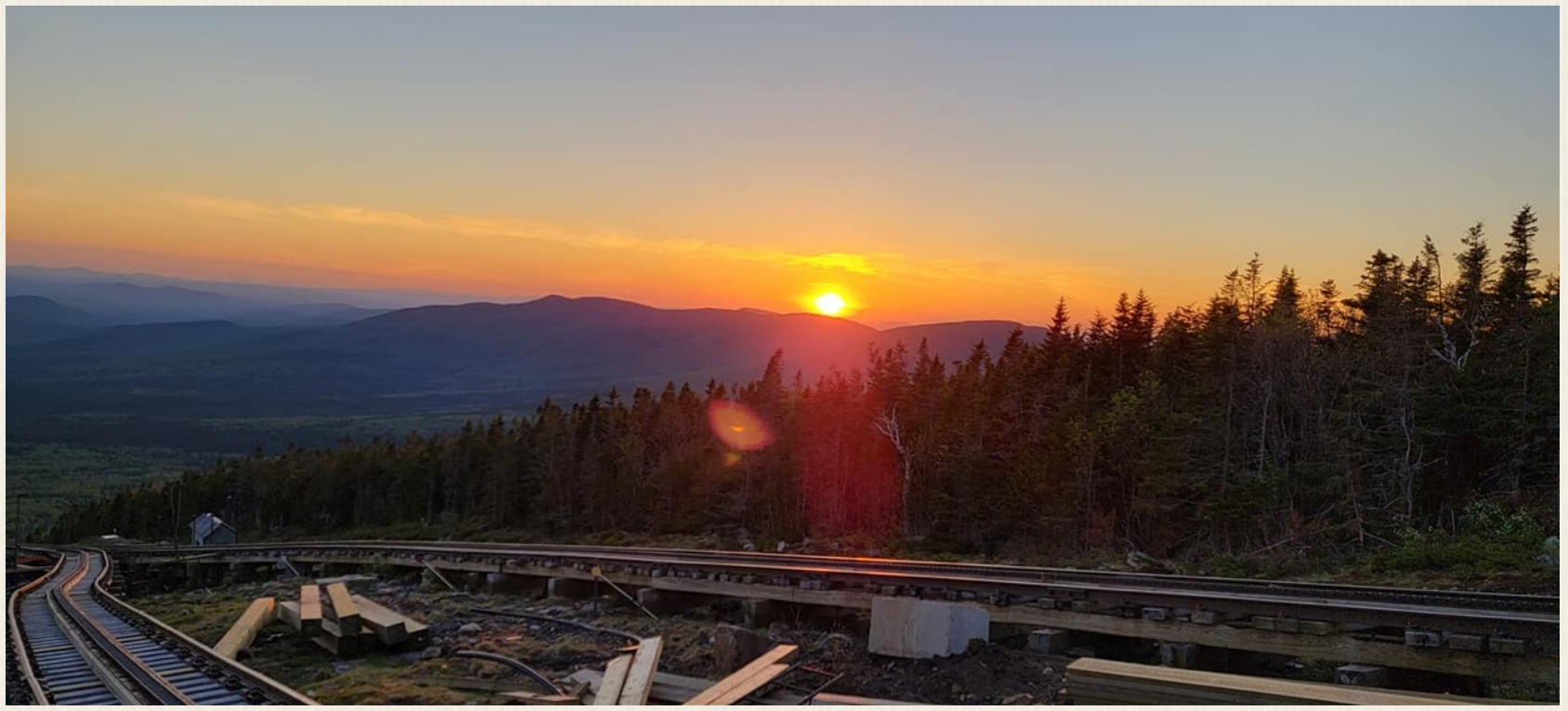
Waumbek water stop (~1930s)
- Twin Mountain Historical Society Collection



Waumbek water stop (~1930s)
- Twin Mountain Historical Society Collection

May 24th

New Waumbek Tank: The last wooden water tank from the Jitney Era at Waumbek was replaced just before the Memorial Day weekend start of steam-powered passenger service at the Cog. The first word of the change came with a picture posted by former track crew foreman Dave Moody on the *Mt. Washington Cog Railway: We Worked There Facebook* page. ***Dave Moody:*** "Kudos to the Cog track crew for their newly constructed support for a new Waumbek tank. The old tank and support was about 100 years old and was starting to lean precariously. Nice job on a project that needed to be done !" ***Art Poltrack:*** "Another fine piece of craftsmanship." ***Tom Fillion:*** "When I was the Waumbek switchman *(1970)*, I went swimming in that tank! Sorry to see it go but I'm sure it's time for it to go. Don't worry I can't shimmy up the sides anymore!." ***Tommy Bonnet:*** "Tom - getting in was easy. Getting out was the hard part ***Brian McMinn:*** "Hopefully some of the engraved pieces of the staff where saved." ***Robert Cal Callahan:*** "Congrats to the 100 year old tank !" ***Tommy Bonnet:*** "Someone will be swimming in there in no time." ***Chris Lemieux:*** "Tommy Bonnet definitely." However, other pictures of the project began to surface on the thread indicating that a cooling plunge on a hot summer day at Waumbek was no longer a possibility. ***Phil Beroney:*** "Tommy - here it is *(next page)* you dive in first lol" ***Bonnet:*** "Phil - not very impressive is it" ***Beroney:*** "I guess Rob *(Maclay)* is going to build a facade for it to look more like the original with some of the original tank."



May 24, 2021 comes to an end at the Waumbek water stop (2021)
- Josh Bishop photo / Facebook



New Waumbek water stop installation (2021)
- Down Mountain view by Adam Kendall

Thomas Lane: "Lmao that tank looks so bad. The woodwork is nice though." Cog engineer Josh Bishop's images from earlier in the week captured the site post-tank removal and pre-platform construction. The metal bands that had held the tank together were stacked on the north side of the track. The posts and beams for the new platform were placed at the work site as Bishop captured the sun set over Waumbek.



New Waumbek water stop installation (2021)
- Up Mountain view by Phil Beroney



First steam trip of season (2021)
- Photo left & above by Cogarazzi





- Photo by Josh Bishop



May 30th

Taking Care of Business: "Good Sunday morning, Coggers, and we hope you're enjoying a peaceful Memorial Day weekend. We love sharing pictures of our trains in operation, and of course images of Mount Washington and its crazy weather can be pretty impressive. But there are other images that tell a deeper story about the Cog Railway, and how much hard work it takes to maintain these machines, the rails they ride on and the mountain they climb. That work is often not seen by our guests, happening before the first passenger train goes up in the morning, or after the last one comes down in the late afternoon. The other day, engineer Steve Allen grabbed this shot *(above)* of John Anthony on the crane car at the summit switch picking up trackside debris from our massive re-rail project." *- Mt Washington Cog Railway FB page - Sun, May 30, 2021*

June 4th

Mt. Washington Commission Meeting: *Cog Clatter* coverage: "The Mount Washington Commission (MWC) agreed unanimously Friday *(6/4)* to seek assistance from the "wicked smaht" lawyers in training at Harvard to jump-start a master planning process that has been dormant for the last eight years. The Harvard Negotiation & Mediation Clinical program at Harvard Law School takes on semester-long projects to help their students develop critical problem-solving skills, apply theory to practice and deliver tailored conflict management solutions to their clients. The service is free, but there's a competitive application process. Lawyer Michael Haley of the New Hampshire Natural & Cultural Resources Department is graduate of the program, and suggested applying to help the private parties and public entities involved in the summit of New England's highest peak come up with a new master plan for the mountaintop. The last fully adopted 10-year Master Plan for Mt. Washington was in 1970. A draft plan calling for "a broad, consultant-facilitated approach to the issue of developing a new view of the Mount Washington State Park that will maximize the experience of visitors, that will promote Mount Washington as the premier State attraction, and that will create a unifying design theme for needed improvements and new construction" was submitted in January 2010. A "Vision Session" was held in January 2013. However, finding a "shared vision" amongst the parties *(State of New Hampshire, White Mountain National Forest, Appalachian Mountain Club, Mt. Washington Auto Road, Mt. Washington Cog Railway, Mt. Washington Observatory and Townsquare Media)* has not yet occurred, and since 2013, squabbles (legal & otherwise) have broken out amongst the "partners" with historic presences on Mt. Washington over various summit operations. The Harvard application seeks an "ideal deliverable" of "a process for developing a shared vision for the Mt. Washington summit; a process for developing a master plan based on that shared vision; guiding principles for moving the vision forward; and the structure of a master plan or items that should be included to ensure it is effective and useful to the MWC in executing its other duties." Haley says the complexities of Mt. Washing-



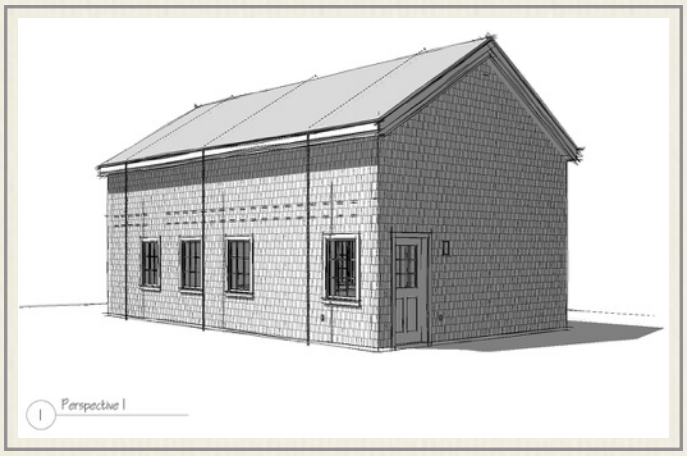
Socially distanced but mask free the MWC meets (2021)
- Lewis Family Collection



Mt. Washington Commission considers resuming master planning (2021)
- Lewis Family Collection

ton "would not be novel for them" and would save the Commission hundreds of thousands of dollars. New Hampshire Natural & Cultural Resources Commissioner Sarah L. Stewart says she "would like to get to the point where we have a (master) plan that everyone is excited about" and would guide summit development for the next 100 years. Another agenda item Friday dealing with a proposed Cog Railway track extension and platform modification at the Summit seemed to highlight how difficult finding a shared vision might be. In 2019, Cog president Wayne Presby proposed a 120-foot extension of railroad track that would restore the line to its historic outer limits, and expand the existing platform area. The idea drew immediate fire from other Mt. Washington "partners." The Auto Road said they would lose historic access to the summit along with parking spaces and room to operate their snow cat in the winter. In addition, the proposed platform 11-feet off the ground would have a "dramatic visual effect." The Observatory worried about how the platform would influence their precipitation data and safety for their observers and tourists. One public member on the Commission said the platform idea was too much. The AMC and other environmental groups argued that a master plan should be put in place first. The objections were distributed by email the day before the MWC meeting that was to take up the idea. That meeting was abruptly cancelled and since then, the State and the Cog have been discussing the project. The appearance of an update on the Cog Rail expansion on Friday's agenda seemed to indicate a possible settlement, but when the item came up, Commissioner Stewart simply said, "Nothing to report today. We're still talking."

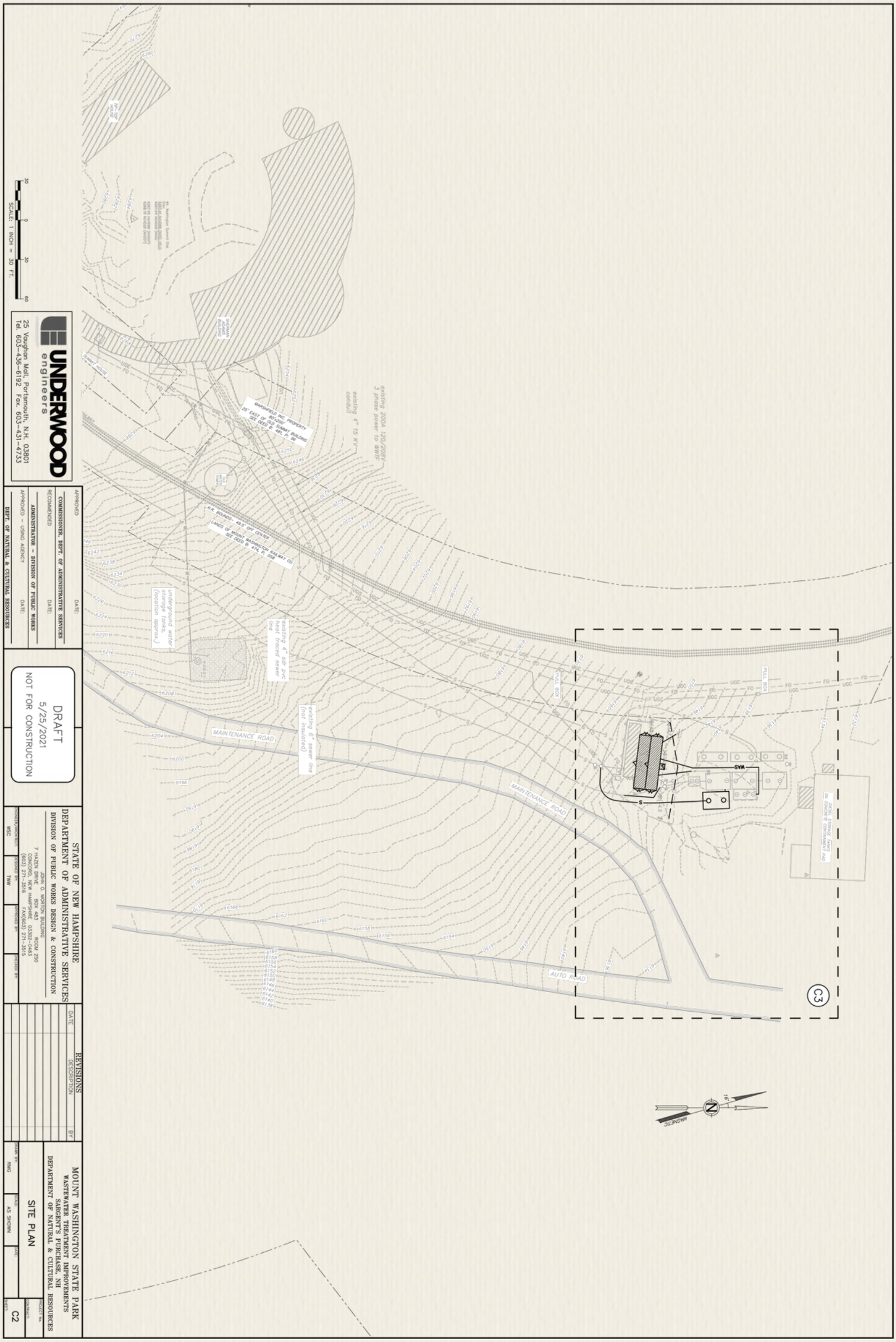
The State is proceeding with the upgrade of the Sherman Adams Building water and septic systems even though money for those projects was not contained in the new capital budget passed the day before in Concord. Sen. Jeb Bradley explained some Parks & Recreation Department projects were pulled out of the budget because federal funds could be used. Bradley said those items "should go through the fiscal committee next week." When it comes to the sewer project, Director Bryce told the group that engineers have found that "two (treatment) containers are needed instead of one."



In the meantime, a new summer season at the Summit has officially begun. The Sherman Adams Building opened on May 21st and since then had seen approximately 12-thousand people come through the building. No capacity limitations due to Covid and with no fees being collected, they are not using the reservation system. A meeting with the State Fire Marshall to explain the usage of the rollup doors in the entryway increased the official first floor capacity to 498 people. The Tip Top House will remain closed. Park Director Patrick Hummel said needs "a lot of TLC," and parks personnel will be making repairs to its roof and ceiling. Signs describing the building will be put out so Auto Road and Cog personnel won't have to answer as many questions as last year. New ventilators allowed the Observatory Museum to open. Donna Dunn said she witnessed eight to ten different languages during Memorial Day weekend. The Obs will not be doing tours, no overnight visitors, no day trips and no "edu-tours" this summer although they're thinking about resuming that program in early 2022. WHOM will be doing a live broadcast from the summit on Friday, June 11th. The Auto Road is preparing for the demolition of the 45-year old Stage Office, and will replace the "pretty tender" building this summer with "the same footprint, same structure" by August 1st though they may not be able to meet that target. Blueprints *(above & right)* were distributed to Commission members. While the Auto



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UNDERWOOD engineers
25 Vaughan Mall, Portsmouth, N.H. 03801
Tel. 603-436-6192 Fax. 603-431-4733

APPROVED
COMMISSIONER, DEPT. OF ADMINISTRATIVE SERVICES
DATE:
RECOMMENDED
ADMINISTRATOR - DIVISION OF PUBLIC WORKS
DATE:
APPROVED - USING AGENCY
DEPT. OF NATURAL & CULTURAL RESOURCES

DRAFT
5/25/2021
NOT FOR CONSTRUCTION

STATE OF NEW HAMPSHIRE
DEPARTMENT OF ADMINISTRATIVE SERVICES
DIVISION OF PUBLIC WORKS DESIGN & CONSTRUCTION
JOHN O. MORTON BUILDING ROOM 250
7 HAZEN DRIVE BOX 483
CONCORD, NEW HAMPSHIRE 03302-0483
(603) 271-3516 FAX(603) 271-3915

DESIGNED/DRAWN BY	CHECKED BY	APPROVED BY	SCALED BY
WSC	TWW		

REVISIONS

DATE	DESCRIPTION	BY

MOUNT WASHINGTON STATE PARK
WASTEWATER TREATMENT IMPROVEMENTS
SARGENT'S PURCHASE, NH
DEPARTMENT OF NATURAL & CULTURAL RESOURCES

SITE PLAN

DRAWN BY	SCALE	DATE
RMG	AS SHOWN	

PROJECT No.
CONTRACT
SHEET C2

Road went to the Coös County Planning Commission for approval of the building replacement, the Commission directed Auto Road officials to the State Fire Marshall's office who said "okay." The Auto Road hopes to have the building *(right)* completed by August 1st, but they are not sure they can meet that goal. Auto Road vans are running at 75% capacity with all eight passengers masked. AMC huts are open and the phone is ringing off the hook. Currently operating at reduced capacity they hope to go to full in July - depending on Covid review. The Cog Railway continues to require masks on trains, but have increased capacity a bit. Presby said they "started off strong," and advanced deposits indicate business "looks to be strong the rest of the summer."



June 19th

Back to "Normal": "Things are starting to get back to "normal", up here, Coggers. While our trains are still selling out at 80%, all COVID-19 mask, distancing and capacity restrictions will be lifted as of Saturday, June 26. We will continue to ask our guests to follow the same common sense health guidelines that we do: if you're not feeling well, please reschedule your visit, and if you are not fully vaccinated, please respect yourself, your fellow passengers and your train crew by wearing a mask on the coach and in any of our buildings. Even with the season in full swing now, the tough work of track maintenance must continue. A crew goes up after the last passenger train most afternoons to push the final few hundred feet of the re-railing project closer to completion. And another crew takes the crane car up before the first train most mornings to clear trackside debris from the project. Tomorrow, looks like back to back triples, with hourly departures all day. C'mon up for a ride to the top of New England!" *- MWCR Facebook page - Jun 19, 2021 7:03pm*



Comments - ***William Kimball:*** *"*Some people are stupid. The brake man slammed the brakes on our trip down because one guy had his head and shoulder out the window taking a picture up the track of the train we just passed as we were going buy this tank. Would of gotten really squashed. Probably was not the first time this has happened." ***Shawn Hanna:*** "Looks great. (old one...)"*(right)* ***Howard Page IV:*** "We saw them finishing this yesterday *(6/21)* on our way

June 22nd

The New Waumbek Tank Finished: "Good morning, Coggers, and say hello to the new Waumbek water tank! Sadly, our orginal 8000 gallon tank, well over a century old, was literally on its last legs and in danger of collapsing. It was also way too close to the track, necessitating a warning to everyone to not hang their hands, head, feet or cameras out the window as we slowed down to pass. Far too many riders over the years learned the hard way that a loose translation of the word "Waumbek" from the Abenaki is something like "sound of head hitting water tank". Anyway, the old tank was carefully disassembled and a strong new foundation and platform was erected by our track crew. A new 2100 gallon tank liner was installed, and yesterday, the original oak staves (still in good shape) provided a link to the past and the perfect finishing touch. This new landmark is one more example of how we are preparing The Cog for the next 150 years of its history!"



up the Cog." ***Former Cogger Huston Jacobs:*** "Well done!" ***Former Cogger Morris Root*** "Could have improved swimming access ...provide ladder and flotation devices ;-) Glad the old oak was salvaged." ***MWCR***: "Sorry, but the days of swimming in the tank are behind us. That's progress for ya - the new liner is sealed at the top." ***Wayne Claflin:*** "I have photos of the old one so happy I still have these. Thank You for preserving the old staves. Great job. I used to go up for free as my ex-mother in law, who has since past away, allowed her daughter and I to go up when not busy, I have been up on that mountain many times. Need to do it in a helicopter..." *- MWCR Facebook page - Jun 22, 2021 9:30am*



Cog Party For (and at) The New Shop : "We passed another huge milestone last night. At a special employee-only event, our new maintenance shop at Marshfield was officially dedicated to a man who was instrumental in guiding its creation. Shop foreman Johnny Suitor oversaw the design and construction of the new 35,000sf facility while somehow making sure that our fleet of diesel and steam locomotives remained ready for action at all times. President and GM Wayne Presby recognized Jonhnny's extraordinary leadership with the shop's official new name and sign: Suitor's Service Station. The sign is a nod to Johnny's father's garage that served Whitefield for many years. Not to be outdone, Johnny, a tool man's tool man, presented Wayne *(right)* with an awesome new Snap-on Tools tool box! *(Jitney Jr thought he heard during the presentation the new tool box was so Wayne wouldn't "borrow" Suitor's tools.)* ***Robert Trask:*** "Congrats to you, Johnny. You deserve this honor with all the hard work you have done. It was such a pleasure working with you. Make sure Wayne signs out all the tools that he will fill the new tool box. lol. Thank you both for keeping the Cog alive and in great shape along with the rest of the staff. Miss you all."





- MWCR Facebook page - Jun 22, 2021 9:30am

June 26th

Masks On - Masks Off: "We returned to 100% unrestricted capacity on our coaches on Saturday, June 26, 2021. Face masks and physical distancing on our coaches and in our buildings will no longer be required. However– we will continue to ask our guests to follow the same common-sense health guidelines that we do: if you're not feeling well, please reschedule your visit, and if you are not fully vaccinated, please respect yourself, your fellow passengers and your train crew by



Ready to Run: *MWR's two steamers sit a Base Station ready to roll ahead of the July 4th weekend. The post prompts questions from former Cog engineer* ***Huston Jacobs:*** *"What is that on the fireman's side, up mountain on the locomotive? Looks like a heat exchanger."* ***Paul Forbes:*** *Huston - it is. There is a feed water pump located beneath the tender."* ***Jacobs:*** *"Paul - did they get rid of the injectors, or is a back up?"* ***Forbes:*** *"The locomotives still have two Hancock Inspirators."* ***Jacobs:*** *"They worked well, as I remember, as long as the suction piping was tight." (2021)*
- Mt. Washington Cog Railway photo

wearing a mask on the coach and in any of our buildings. If you are uncomfortable with less-stringent social distancing and face covering policies, rainchecks will be provided for unused tickets, but no refunds will be issued. We will continue to monitor the situation and will modify these policies as necessary."

- thecog.com/Covid10/Back on Track Carefully webpag

June 30th

Federal Summit Funds Sought: "Three big-ticket capital projects in the 60.3-acre Mount Washington State Park will be built and paid for with federal funds available under the American Rescue Plan and state and local fiscal recovery funds designed to boost the post-pandemic economy. The N.H Division of Parks and Recreation of the Department of Natural and Cultural Resources sought $22.5-plus million federal dollars to pay for various capital projects at state parks across New Hampshire. Members of the Legislative Fiscal Committee, the governor and Executive Council quickly green-lighted this bold "ask." Nearly a quarter of the total sum – $5,495,000 – will be spent on the 6,288-foot summit: $3 million to replace its undersized and failing sewage treatment plant; $1,020,000 to upgrade its water system and $1,475,000 on maintaining the integrity of the Sherman Adams Summit Building and ensuring compliance with today's safety codes. "These are well-documented projects; the park serves over 300,000 visitors a year," explained District 2 Sen. Jeb Bradley (R-Wolfeboro), chair of the 12-member advisory Mount Washington Commission. "All three infrastructure projects comply with the rules that govern use of ARP and FRP (fiscal recovery funds) monies, allowing them to be taken off the state's own capital budget, so that other projects can move up the lengthy list." Bradley noted, for example, that freeing up state capital funds could make it possible to replace the aging Cannon Mountain Aerial Tramway in Franconia Notch State Park. Mount Washington Commission member Rep. Karen Umberger of North Conway described replacing the failing sewage treatment plant and disposal system with another that would be custom-fabricated as an "absolute priority" at the Commission's Jan. 29 remote meeting.

Seamless operation of the sewage treatment and disposal system depends on having an adequate water system, said Department of Natural and Cultural Resources architect Tom Mansfield at the commission's remote meeting of Dec. 11, 2020. The existing water pump for the Sherman Adams Building's well is at the end of its lifecycle, and the current water storage configuration requires a time-consuming switch-over process twice a year. Specifications for a new more efficient year-round single system were already in the works, he said. Plans call for two new 20,000-gallon fiber-reinforced plastic tanks to be buried behind the Mt. Washington Observa-

tory end of the Sherman Adams Building. Natural and Cultural Resources Commissioner Sarah Stewart wrote in her May 28 letter requesting these federal funds that state parks had seen "unprecedented visitation" when the pandemic began in March 2020. Despite limitations on the number of campgrounds and their available sites, occupancy was up 7% over the previous year overall, and up 14% in August and 35% in September, she noted. This was true even though five state park campgrounds were closed due to lack of staff. "Parks are a key economic driver," Stewart said. "Estimates are that over half of visitors are from out of state – in some parks as high as 90% – supporting our tourism industry. The purpose of the request for investment in state parks is to ensure facilities are in a condition to be open and providing services to the public, to increase the capacity at campgrounds to meet demand, to accommodate RVs, and to provide a safe experience for the increasing numbers of visitors," Stewart wrote. "This investment will also directly impact local restaurant and lodging facilities, performing arts venues and other tourist attractions that suffered great financial loss throughout the state by attracting visitors and bolstering the overall economy." Stewart added that in a December 2017 survey sponsored by the non-profit Stay Work Play NH, three of the six reasons given by young professionals (ages 20 to 40) as to why they have stayed in the state are: quality of the environment; quality of parks and recreation areas; and proximity to outdoor recreation areas. In addition, she noted, results from an image perception research project undertaken by the state Division of Tourism and Development indicated: "It is clear that N.H. is strongly perceived as a beautiful outdoor destination." "The state parks are an essential component of the tourism, hospitality and travel industries in New Hampshire," Stewart said. "Visitors to the state parks also utilize other aspects (of these industries). In fact, one of the four purposes of the state park system under state statute is 'To encourage and support tourism and related economic activity within the state.' " Edith Tucker's *Berlin Sun* article was shared by partners in The Granite State News Collaborative. For more information, visit collaborativenh.org.

- Concord (NH) Monitor - Jun 30, 2021

July 1st

Three Steam Runs a Day this Weekend: "Yo Coggers! Can it really almost be the July 4th weekend? Wasn't it just President's Day? Whatever's going on this weekend, it must be big, because we're running diesel trips from 8:00 until 4:00 Friday thru Monday, and as a special treat, 3 steam trips each day at 7:30, noon and 4:00. There are still a handful of tickets left for some of the steam trips, with more frequent trains and availability on the diesels. Either way, why not join engineer Eggie *(left)* and the rest of us for an unforgettable ride to the top of New England to help celebrate our great country's independence? *(Ed note: And celebrate the 152nd anniversary of the rail line being completed to the Summit on July 3, 1869.)* *- MWCR Facebook page - Thu, Jul 1, 2021*

July 6th

Strong 4th Despite Weather: "This past Fourth of July holiday weekend, visitors to the Mount Washington Valley showed that the need to vacation and reconnect with friends and family was stronger than a rainy forecast. While the weekend's weather was problematic, valley businesses reported strong numbers and an increase in the number of extended families traveling together. As the valley continues to leave the restrictions and barriers behind that COVID-19 placed on travel and tourism in 2020, this year will prove to be interesting as businesses track their numbers. Many of them are using 2019 numbers as a bench mark, as 2020's capacity restrictions make any comparison difficult. With that said, businesses saw an increase in visitors. Rob Arey of the Mount Washington Cog Railway said the attraction saw a 19 percent increase from the first five days of July 2021, as compared to July of 2019. While the rain did affect its traffic, sales were still up. Staffing still proves to be a challenge, but valley businesses continue to be creative as they meet the rate of visitor demand. Management from many businesses that responded to the chamber's survey said their staff has risen to this challenge to ensure guests have a great vacation in the valley."

- Conway Daily Sun - Jul 6, 2021



July 7th

Racin' the Train: "Just when we think we've seen everything around here, Coggers, we see something else. These 4 guys *(right)* decided they were going to try to beat one of our trains to the summit. By the looks of them,



they've been on the Lean Cuisine for a few weeks, but they have no idea what they're up against. Because back there in the teal coach hot on their heels *(left)*, that's our own resident extreme athlete and brakewoman, Kate! She's just back from placing first in the Non-Elite Women's Tier 1 Division at the Bone Frog Challenge down in Charlemont, MA, a race she described eloquently as "ridiculously insane." Strong as a bull but fresh as a daisy as always, Kate *(Oswald)* toyed with the fellas a bit by giving them a head start across the bridge, but we have every expectation that the tables will turn about halfway up Cold Springs Hill. We'll let you know what happens at the finish line, but our money's on Kate. Be sure to mark your calendars for June 25, 2022, when we host "Race The Cog", a special event featuring elite runners like these guys (and Kate) as they try to make it to the summit ahead of our trains. For more information, follow the link on our homepage at thecog.com." The link goes to Rockerhopper Racers LLC where registration for their inaugural Race the Cog event had opened just seven days before: "Do you have what it takes to beat the Cog? Well…you are going to have a chance to find out next year! We are finishing up state permits to bring you to the summit! There is a lot of planning over the next few months but it's going to be incredible! We are planning to give a substantial donation to the maintainers of the Appalachian Trail in the Presidential Range! Plus…the side of the tracks will be cleaned up this summer!!! If we go to the summit a second donation will be given to the Mount Washington Observatory!! Overall male and female winners will get their own Devils shingle… I guess you can ride it down there will be an elite division which races the biodiesel, a steamer division and a biodiesel division with the train speed slowed down! There will be spectator trains with special swag for them to help cheer on the runners! The race will be held on private property and we will ensure the alpine zone is not affected!" Meanwhile back at the Cog website: "UPDATE: And here's the results, folks. Like we figured, it was Kate by a nose. BUT, one of the guys did beat the C train to the summit. And all joking aside, all of it is INCREDIBLE! Congratulations to all, and we can't wait for the main event next June! ***Morris Root:*** "Just a little 3 mile hill climb, must be a micro-brewery up there somewhere..." ***Mark Sullivan:*** "In 1978 I worked for the Forest Service with a guy a named Mike Heferra who raced a train by running up the Ammo Ravine trail. He only came up a few feet short." ***John J Sundelin:*** "I remember a monster of guy that was a cog engineer in the 70's that would run down the access road at the of the day covered in soot. If soot was green he could have the incredible hulk. LOL" ***Nancy Foster:*** "We saw them do this! They were impressive and one of them ran down the same time we came down . He actually beat the train by a little." ***Joshua Fiore:*** "Thanks so much to everyone that was cheering for us! That's was an epic experience. My boy Ja Shua Ried beat the C train and the rest if us came within minutes. 49 to 59 minutes to the Washington peak between the four of us. 22 minutes down for me. I did beat a few trains on the way down!" ***Kathy Pouliot:*** "Julia this looks right up your alley!" ***Julia Magnusson*** "I am SO tempted." ***Emer Downes O'Donoghue:*** "Julia it's $175!!!" ***Julia Magnusson***: "Yeah...that nips my temptation right in the bud."



- MWCR Facebook page - Wed, Jul 7, 2021









July 15th

New Coach Construction: Facebook post by ***Dave Moody:*** "Craftsmanship at its finest. Rob *(Maclay)* and Jim-Bob *(Strickland)* are getting the new coach closer to completion." ***Tommy Bonnet:*** "I started in the car shop - Rob & Pete *(Steady)* always did amazing work." ***David Huber:*** "Are they building in the NEW facility or ole traditional car barn? Any more pictures?" ***Moody:*** "David, original car shop and only one pic." At that point, Art Poltrack posted more images. ***Jean LaPrade***: "Incredible craftsmanship. Very talented guy." ***Doug-Barbara Waites:*** "A couple of winters I worked with Rob, it was a learning experience. Excellent work." ***Art Poltrack:*** "Two masters!" ***Susan M Houck:*** "Wow! It's beautiful!!" ***Emma White Westcott:*** "Thanks for posting a pic, dad's work is always so fun to see progress! They're certainly masters of the art!"

- Mt. Washington Cog Railway: We Worked There FB page

July 22nd

Broken Colorado Promises?: "As one of the Pikes Peak area's most famous attraction reopened, drawing an influx of visitors and a huge increase in traffic once again, the Manitou Springs City Council has expressed anger with Phil Anschutz, owner of the Broadmoor Resort and the Broadmoor Manitou and Pikes Peak Cog Railroad, affectionately known as the Cog. And unless the Cog starts abiding by previous commitments and addresses key mitigation issues, it could face a shutdown, argues one elected leader. As part of a discussion about the Manitou Transportation and Mobility Master Plan during a recent work session, council members questioned aspects of the recent completion of work on the Cog and the reopening of the attraction last month. The main issue hinged on the touchy subject of traffic and parking. Council member Judith Chandler stated that management of the Cog had promised to provide out-of-city parking facilities for passengers of the train to reduce the traffic along the Ruxton Avenue corridor, but stated that this has not yet been fulfilled. "I have heard comments from people at the parking lot at Hiawatha Gardens telling them that the Cog's Website directed passengers to park there and take the shuttle to the terminal to board the train," she said. "It is time for us to hold the management's feet to the fire to get them to follow through on their promises to the city." She stated that one of the issues of concern expressed by the Cog was the inability to hire enough drivers, but she suggested they pay employees a livable wage. Council member Steve Bremner stated that he

had heard plans for the Cog to add more trains to the daily schedule, which would further increase demands for parking. "It's only going to get worse," Chandler said.

Council member Julie Wolfe voiced her suspicion that Deputy City Administrator Roy Chaney, who presented the information on the Mobility Master Plan to City Council, was only focused on pleasing the management of the Cog Railroad and they were the ones trying to dictate to the city how parking issues are handled. Calls from city officials to Cog management regarding the issue surrounding parking and signage went unanswered. Another complaint was the fact that a sign regarding Cog parking availability remains in place at the Ruxton Avenue turnaround, despite calls to have it removed. Chaney added that complaints from residents and officials were that the signage was misleading and unnecessary. Council member John Shada asked if the sign, which is owned by the Cog, was located on city property. Chandler said the sign needed to be removed from city property and relocated to property that is owned by the Cog Railroad. She added that if the Cog does not comply, then the city needed to take action to remove it. Bremmer also raised an issue regarding complaints he had received from residents near the Cog stating that officials have been working on a section of track near the depot well into the night, stating that the very loud noises have been a cause for concern for residents and had become an urgent matter that needs to be addressed. Bremmer said that all calls to the Cog from residents and city officials remained unanswered, and added that maybe the time had come for the city to permanently shut down the Cog. The work on the tracks is done within the city limits and is a violation of Manitou's noise ordinance, he added. "We don't need a response from the Cog," Wolfe said. "We have our own rules as a city and we should use them to do what's best for our residents." The Cog, which was established in 1889 as the Manitou and Pikes Peak Railway Company, was purchased by Spencer Penrose, owner of the Broadmoor Hotel, in 1925. It closed in 2018 for infrastructure repairs. In 2018, billionaire Phil Anschutz purchased the Broadmoor and the Cog Railroad."

- The Mountain Jackpot News - Thu, Jul 22, 2021

July 25th

Monsoons Over?: "Good Saturday morning Coggers! After what feels like a month of rain and low visibility, looks like monsoon season is over up here. It's a stellar weekend in the Whites, perfect cool, clear and dry conditions for a ride to the top of New England! Diesels run hourly today and tomorrow from 9:00 until 4:00, with steamer runs at noon and 3:00 today, 8:30 and 3:00 tomorrow.

- Mt. Washington Cog Railway FB page



July 26th

Help Wanted: "Hey Coggers – we could use a little help!! Whether you'd be interested in joining our on-board train crew, the support staff at Marshfield Base Station, or under the locomotive hood in our new state-of-the-art maintenance facility, chances are we have the right position for you. You'll be working at one of the most beautiful and inspiring job sites in the state as part of a team of crazy, committed and extraordinarily talented individuals. If you're the person we're looking for, or if you know someone who is, check out the listings and drop us a line"

- Mt. Washington Cog Railway FB page

July 27th

Interns Inbound in 2022: "White Mountains Community College and The Cog Railway are teaming up for some workforce development in the North Country and to keep the iconic locomotives chugging up to the top of Mount Washington. Perhaps, it might just keep some New Hampshire kids in state to live and work and raise a family. The Cog just completed construction of a 34,000 square foot, $3.3 mil-

lion maintenance facility at the base of the Northeast's highest peak, designed to bring cutting-edge technology to the rail line, which has been in operation since 1869. The facility was named in honor of Johnny Suitor, the railway's longtime shop foreman. It was built for The Cog's team of master mechanics, welders, and fabricators to maintain and grow the fleet of nine biodiesel locomotives. But it will also be a place for internships from the community college with locations in Berlin, Littleton, and North Conway. White Mountains Community College offers a Diesel Heavy Equipment Technology program in Berlin and will be moving it to its new campus in Littleton. Wayne Presby, owner of The Cog, said, "We will be offering internships. The college is building a smaller facility for the students on campus, but they wanted to see our plans. We have sent a number of our employees there for welding school, so this builds on that relationship. We've got our own industrial plasma cutting table. We can cut steel, aluminum, and stainless steel up to six inches thick. We are also investing in a robotic welding system and a computerized maintenance and control system. We've gone high-tech in this building. These are things the community college wouldn't have. It functions as an adjunct to their learning center," Presby added.



Base & Cog Shops from above (2021)
- Josh Bishop photo

White Mountains Community College President Charles Lloyd said he sees the collaboration with The Cog as an opportunity to expose students to another form of diesel equipment technology. "We've done a lot with on-road trucks and off-road heavy equipment. Trains are another animal. It's a great learning experience for our students while understanding there is another whole career path here. It's unique to New Hampshire. It's one more way to keep our students in the North Country and have them gainfully employed," Lloyd said. The school's diesel program typically attracts 30-35 students per year. "Students are interested in the new facility and the technology and learning a different aspect you can't learn anywhere else. It's another learning lab in the North Country, and there is a lot of excitement. We are bringing students in from southern New Hampshire – Hudson, Nashua, Concord, and Rochester. We are recruiting to the North Country, not exporting kids out. They are getting to know the culture, and it's keeping them in the area. The Cog is another opportunity – another place to go as they graduate," Lloyd noted.

"With the new technologies and tools, the hope is to train and attract the future workforce needed to continue delivering generations of tourists to the summit of Mount Washington," Presby explained. He said he sees the project as a means of continuing to build on the significant growth The Cog has seen over the last decade when many of its engines have been converted from coal to biodiesel power. "The former maintenance facility was built in 1890," he said. *(Ed note: 1895 actually)* "It was a very inefficient building to work in. Since 2009, we grew our ridership by 118 percent." The little train which scales up the side of Mount Washington is in and of itself an important cog in the region's tourist draw, combining history, technology, and breathtaking views from its windows overlooking New England and parts of Canada on a clear day. The new facility will have a robotic welding station, a pair of overhead bridge cranes, an air caster system for pushing locomotives around the



Engine Swap: *Dave Moody: Both steamers in action (8/5) for a few minutes."* ***Fred Willey:*** *"USED to love it."* ***Thomas Lane:*** *"Surprised there's enough staff left who know how to run a steamer for there to be two out lol, a lost art."* ***Fred Willey:*** *"Give them time Tom, they'll drive the rest of train people away."* ***Dave Moody:*** *"Wow, Negative vibes on our alumni page."* ***Dan Kenly:*** *"My question is... What broke?"* ***Wayne W. Presby:*** *"If I have anything to say about it, steam is never going away completely. I hope to restore a third steam engine over the next few years as well as adding an 8th diesel to the roster. By the way both steam engines were steamed up and operational most of the summer. We dropped the fire on one just last week. Both were operated everyday. Although one was just taken to the coal bunker for servicing every day." (2021)*
- Dave Moody photo / MWCR: We Worked There

shop floor by hand, and the typical assortment of tools, machinery, and software found in a modern maintenance facility. There will be transferable skills taught, but Presby hopes to retain some of the trained local talent.

Each locomotive is custom designed and built in-house to meet the unique requirements of a mountain climbing railway operating in a harsh environment. "There's only one other company in the world that builds these locomotives – that's Stadler in Germany. Stadler bought up a lot of companies that manufacture locomotives, so now they are the only one," he said. "But our line is different. We need to do extensive engineering because the grades are interesting, the cars are different, the tracks are different. (Stadler) would have to engineer it from scratch, so we decided we might as well do it ourselves," said Presby. A highly-trained workforce is needed to use this technology. Presby is on the college's diesel program advisory committee, helping out with grants and defining specs and materials for the college's new training facility, Lloyd said he sees him as a visionary who is setting the standard for the program. "It's great seeing how he uses tech to track inventory and learn processes. He's always looking at efficiencies and what's best for his employees. He's looking at sustainability, long term, for his workforce," he added. The Marshfield engine shop, built in 1896, had become more and more challenging to do the work necessary to keep The Cog's growing fleet in tip-top shape. The entire fleet now includes seven biodiesel locomotives, two steamers, and eight soon-to-be nine passenger coaches. These vehicles and track maintenance equipment will be safely housed and serviced indoors, on-site at Marshfield Station, over the long winters. Construction of the new facility began in 2020. The oldest locomotive, MW2 (originally built at Manchester Locomotive Works in 1875), wintered snugly alongside M7, the newest biodiesel locomotive completed in 2019. The Cog also has some old but still very useful machine tools which will be maintained. The goal is to formalize an internship program with The Cog for the summer of 2022."

- By Paula Tracy - InDepthNH.org - Tue, Jul 27, 2021

August 1st

Searching for Nimbus: Writer/Dad Dan Szczesny writes: "We are halfway up Mount Washington – the Cog Railway car chugging uphill at a tremendous three miles an hour – but Little Bean *(right)* is disappointed for an entirely peculiar reason. "Daddy," she says, craning her neck to try to get an idea of the weather up top, "there's no clouds." Mount Washington, as you all likely know, is out of the clouds only 60-some days of the year. Tourists and hikers and drivers plan their visitation schedules around the weather, carefully plotting to arrive on a perfectly clear day. The views are everything, those long glorious landscapes over the Northern Presidentials, perhaps a chance to see the ocean even. Not my daughter. She'd been up



Mount Washington enough times now to no longer be impressed. She is after the micro experience. She wants to be in a cloud. As she explained as we were planning our trip, "I want to be surrounded, daddy, I want to eat a cloud." I thought of Twain's quote about clouds being pure and delicious because they exist in the same air as angels breathe.



At the time, I thought the odds of her attaining this goal were pretty high. But now, as our train rounds that final steep curve and we began to gather our things, it appears Mount Washington will trick us again. It seems the mountain has nothing but fabulous weather in mind for us. We chat amicably with our new friend, brakeman Tom Eyman *(left),* who keeps my daughter and the rest of the tourists occupied with tales from the mountain. Little Bean rattles off questions like a six-year-old Jeopardy! host and Tom holds his own against the onslaught. Soon, we're stepping off the train onto the busy summit, and Little Bean wanders around for a bit, a stiff wind blowing, but not blowing clouds. We go up and pose for a photo near the summit sign, then we head out onto the observation deck, but we have an appointment to keep with Patrick Hummel, the state park manager who promised to meet us and give us a tour of the facilities. And if we were lucky, a meeting with Nimbus. Nimbus is the new fluffy gray kitten that began work as Observatory Mascot a couple months ago. The cat has big paws to fill, taking over for one of the most popular summit mascots that ever lived atop the mountain, Marty, a Maine coon that had been up top for 12 years. Uma met Marty a couple years ago, but was now focused on Nimbus mainly because the new cat resembled her own cat, Lavender. "Maybe they're sisters, daddy," she says. This is a curious thing about the mountain, a mascot. Since the observatory was formed in 1932, cats have lived up there with the observers, sometimes up to 10 or 15 at a time, serving mainly as hunters to keep the mice and rodents away from the food. In the past few decades, though, there's been only one living creature at a time calling Mount Washington its home. And my daughter has come here to eat clouds and pet Nimbus. She's lucky that her old man has some connections in these parts. Back when I was writing my book on Mount Washington, "The White Mountain," I made friends with some observatory and state higher-ups. The observatory section of the living quarters, however, is still in a state of quarantine operation but Patrick *(Hummel)* is able to take us down to the state residence, below the visitor center and my daughter follows eagerly. All this must take place during the course of one hour, that's how much time we have until our train heads back down. But we're not having any luck.



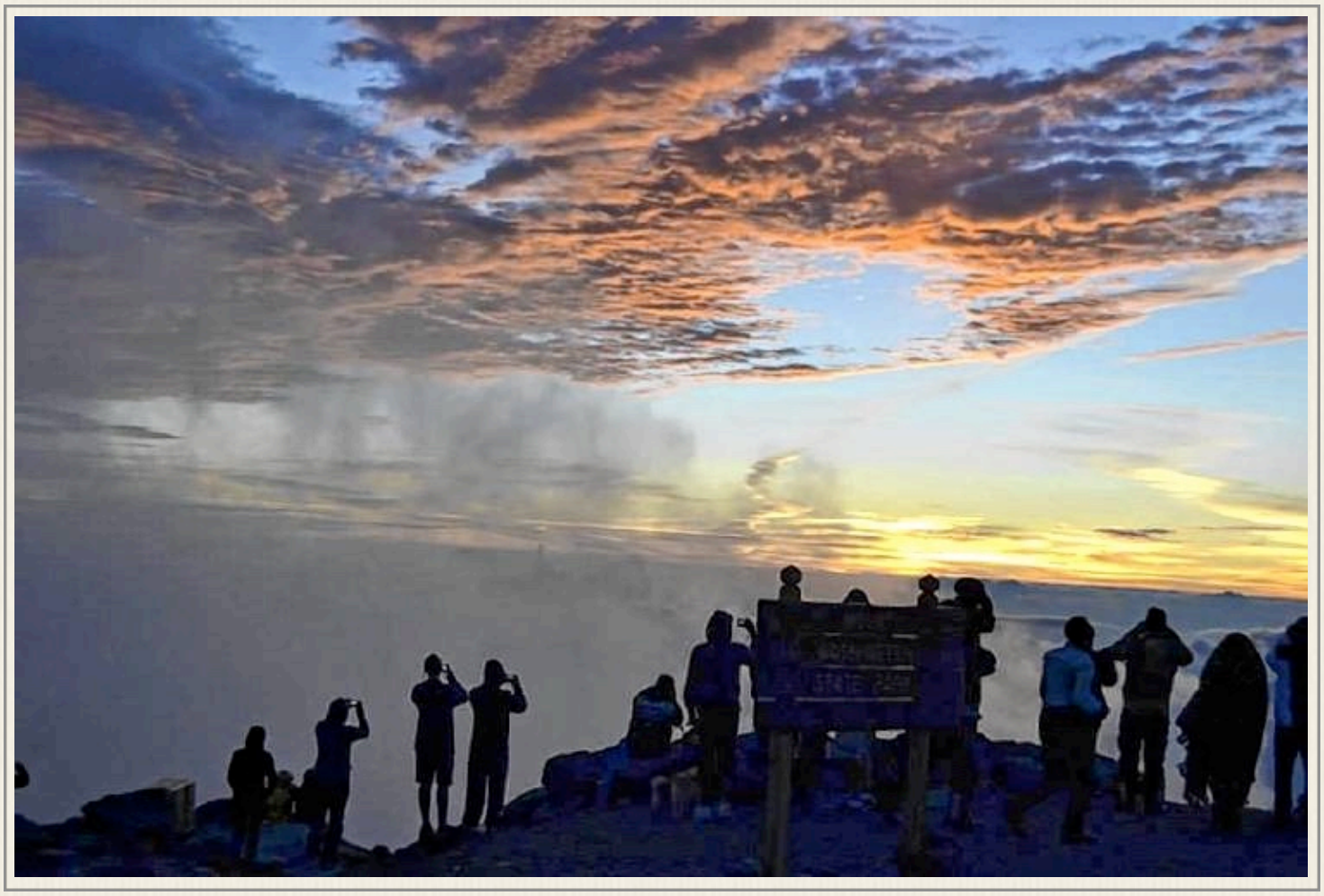
The residence is fairly small; a common kitchen and living room area, an office for Patrick and a couple bunk rooms. My daughter dutifully goes from room to room, calling, "Nimbus, Nimbus, where are you?" She checks under the beds, kitchen table, behind the chairs and we even peek into the storeroom. Finally, left with no other tricks, Patrick hands Little Bean a container of snacks which she shakes like a rattle, a last desperate plea to rouse the new mascot from his slumber. But all is quiet, and our time has come. Patrick looks at me over Uma's head and gives me one of those shrugs that says, well, we tried. I now expect the worst. We've failed in our two primary missions on an adventure that took weeks to arrange. I get down to eye level with my daughter, and in a quiet voice say, "I'm sorry, baby, but Nimbus might be sleeping or off someplace else and I don't think we're going to get to see him this time. I know this has meant so much to – "

"Ok," she says.

"What?"

"Ok, let's go. I want to check out that huge puddle by the train."

That's it. We're done, she's decided. We tried. He wasn't here. There are other cool things to do. I shake Patrick's hand, and he looks as relieved as I feel. And on the way out as the door closes behind us, Little Bean shouts, "Daddy, it's Nimbus!" There on the door is a funny Nimbus poster, the cat's furry face staring down at us. We take a picture, the closest we came that day to finding Nimbus, the mysterious Mount Washington mascot. We assume a lot about our children, often layering expectation upon expectation over their developing characters. But



Documenting the Start of a Day: *Mt. Washington Summit Summer sunrise (2021)*
- Sarah Pearson Testing photo

they can surprise us, sometimes, by suddenly being adults, by taking things in stride and by accepting something they can't change or control and making the best of a situation. It happens. And I wonder, as I watch my daughter climb those stairs, perfectly happy with the journey, completely content to be there above the clouds instead of in one, whether I'm the one that hoped for a meltdown as some sort of illustration that she was still a child, still a baby. Instead, out came a composed little girl.

"Daddy, can we jump in the puddle while we wait for the train?" she asks.

"Of course!"

"Can we peel an orange and sneak eat it on the train on the way down?"

"You bet."

"Can we get some ice cream later?"

"That sounds wonderful." And she smiles, up there in that lofty, holy place, and I know now to not take her for granted. I know now to check my own assumptions. And I know now that finding a new cat is often the most important thing in the world. But not always."

- Transcendental Dad column - Aug 1, 2021

August 2nd

Best New England Foliage Trains: *Boston Magazine* reporter Makena Gera writes: "There are few things more quintessentially New England than days spent admiring the warm, vibrant hues of autumn leaves. A family apple picking trip isn't complete without a colorful backdrop; an early-October walk isn't the same without piles of crunchy leaves; and you just can't have football games without fall foliage. Thankfully, the novelty of fall in the northeast somehow never seems to wear off, no matter how many times you experience it. Needless to say, it's also one of the biggest draws to the area for tourists (aside from the Cape's beaches in the summer and New Hampshire's ski mountains in the winter). This year, rather than taking a leaf peeping drive or a hike to enjoy the fall foliage, try soaking in the views from a train car instead. Historic railroads wind across every part of New England, and there's no shortage of routes to take you through the autumnal wonderland that it becomes every fall. Specifically, these 10 train rides boast the best views possible—and some have even been named the best in the country—taking you through miles of scenic landscapes (and in some cases, offering gourmet meals to go along with them). From the White Mountains of New Hampshire to Cape Cod and Newport, on cog rail-

ways and restored steam engines, these train routes have front-row access to unrivaled views of the region's most picturesque season. *(Gera's complete article contains brief descriptions of trains & prices)* ***Connecticut:*** Essex Steam Train & Riverboat; ***Massachusetts:*** Cape Cod Railroad & Hoosac Valley Train Ride; ***Maine:*** Maine Narrow Gauge Railroad; ***New Hampshire:*** Cafe Lafayette Dinner Train, Conway Scenic Railroad, Mt. Washington Cog Railway - The Mt. Washington Cog Railway is one of the most well - known railways in New England—and for good reason. As the Cog climbs to the highest peak in the Northeast, you're surrounded by breathtaking views of New Hampshire's White Mountains. It's beautiful at any time of year, but in the fall, the vibrant colors of the changing leaves are unmatched. Inside the cars of the coal-powered steam locomotive, you'll have an uninterrupted view of the surrounding trees for 45 minutes as you ascend at a 25% grade. Stop at the top to warm up with a hot chocolate and a snack (as the average temperature in October is just 30 degrees) before beginning your descent back down the mountain. Steam engine to the summit $49 for children and $79 for adults; biodiesel train to the summit $41 for children and $72 for adults; every day May-mid-October; biodiesel train to Skyline (halfway up the mountain) $43 for kids $58 for adults; mid-October through the winter; Mount Washington Cog Railway, 3168 Base Station Road, Mt. Washington, New Hampshire, thecog.com & Winnipesaukee Scenic Railroad. Rhode Island: The Grand Bellevue Rail Dining Experience; ***Vermont:*** Green Mountain Railroad *(reopening in 2022)*

- Boston Magazine - August 2021

August 4th

Homeless Rocky Mountain Railcars: "As of Tuesday, Aug. 3, the city of Manitou Springs is looking for a new home for two of its historic cog railway cars. The two historic cars have been sitting in storage for some time, and the city has decided it's time for them to be moved along to a new location. Currently, the city's Cog Car Committee has plans to offer the rail cars back to the cog railway for display at the parking lot outside Manitou Springs. However, if the railway says no to the city's offer, officials plan to offer the two cars to local areas and towns such as Colorado Springs and Monument. The Cog Committee believes that the historic railcars are a key aspect of the historical preservation of Colorado as they are iconic to the community. Finding the two cars a location close by would be a way to effectively recycle a well-known asset."

- Fox21News.com - Wed, Aug 4, 2021

August 7th

NY Tourists' Post-Lockdown Road Trip: *From Beverly Kehe-Rowland's journal:* "After my husband, Fred, and I had had enough of staying close to home for over a year *(due to Covid)*, we decided it was time to take to the road again. I would have been alarmed to see how close to comfortable we had become with the earlier situation, if not for our frequent drives on many back roads in Chautauqua, Cattaraugus, Erie and Wyoming counties in New York and Erie and Warren Counties, Pennsylvania. During those short trips, we learned things about our area we didn't know by driving on the roads we have either never been on or hadn't driven for a long while. It was at this time, we learned we especially liked exploring dead-end and limited seasonal use roads, but only in good weather. We rarely had a plan for those close to home trips so this latest adventure was not much different. On the day we left, we knew we wanted to go somewhere that wasn't much warmer than home, so we decided to go to New England. We had no idea what route we would take or when we would return, our favorite way to travel. By this time, we have been traveling for about two weeks. We have spent three nights in New York state, six in Vermont and five in New Hampshire. Most of the time while we have been in New Hampshire, we have been touring in the White Mountains. This is the second day we have set out to ride the Cog Railway to the summit of Mount Washington, near Bretton Woods. With the help of our GPS, we had got-



No. 2 Ammonoosuc w/ Coach 6 prepares to accept passengers for climb to the summit of Mt. Washington (2021)
- Beverly Kehe-Rowland photo / The Jamestown (NY) Post-Journal

ten onto a paved road that eventually became a very rough dirt road. When we got to the other end, our tire air pressure light came on, indicating we had a tire that was a little soft. At first the tire looked normal, but we were quite sure it wasn't a coincidence that the light lit at that time. When we got to the railroad, I went inside to get the tickets while Fred put air in the tire with the portable air compressor he had been carrying around for two or three years, or so I thought. When I called from inside the building, he told me the compressor's packaging said it was not for the use of automobile tires. The tire was showing evidence of a leak and I had just purchased $154 worth of non-refundable, non-transferable tickets. We ran into Wayne, a man who worked for the railway and who we had talked with the day before. Even though he wasn't permitted to help customers during work hours or use railway equipment, he felt he may be able to find a co-worker who had a compressor in his personal vehicle. We boarded our coach, not knowing what we would find on our return. When we stopped by the visitor center of Cog Railway the day before, we were told by the young woman selling tickets that the mountain is said to have the world's worst weather and there were only 60 clear days each year. She told us we should not be concerned about visibility, because the ride was about the experience. We preferred to have both, the view from the summit of the highest peak in the Northeast and the experience and we were not disappointed. Well, that is one of us was not disappointed until we reached the top, when the conductor told us we had one hour before we had to be in our seats for the trip back down Mount Washington. Being a very curious guy and liking to look through his binoculars from every angle possible, Fred wanted more time. There are less than 100 operating steam engines in the nation and The Cog Railway currently has three of them. Firemen continuously load coal into the firebox as the steam engines climb the mountain. The crews work year-round to design, build and maintain all customized equipment from the trains to the tracks. The coaches are designed and built at the railway. After visiting the upper visitor center, buying a windbreaker for me and a tee shirt for Fred, fighting the strong winds, snapping pictures and getting my husband's usual two-person selfie, I was ready to get inside the shelter of the train car. My husband savored every last minute. We returned to our van after chugging down the mountain to find a note from Wayne telling us he was only able to get the air pressure in the tire up to 19 psi and where we should stop for air. After airing up the tire, we found lodging at the historic Merrill Farm Inn in North Conway, NH. We settled in and then looked around the town a bit before we had dinner."

- The Jamestown (NY) Post-Journal - Aug 7, 2021



August 13th

Suffering from the Bends: "Good morning Coggers - we were happy to see WMUR meteorologist Josh Judge and his wife *(left)* riding with us yesterday *(8/13)*. Not so happy he wound up on a train unable to reach the summit because of a switch problem at Upper Waumbek caused by the intense heat of the last few days. It doesn't happen often, but our track crew got up there PDQ and repaired the problem with about an hour and a half delay to the schedule. C'mon back Josh - we heard on the news last night that we've got a cooling trend headed our way!" ***Huston Jacobs:*** "Don't recall having such a problem with the 7 step switch. But, that's progress and you all have done magnificent work on the Cog."

- MWCR FB page - Sat, Aug 14, 2021

August 14th

Hiker Succumbs: A 66-year-old Naugatuck man collapsed and died Saturday afternoon while hiking with his three sons along Jewell Trail as they tried to summit Mount Washington in northern New Hampshire, according to the New Hampshire Fish & Game Department. The man's identity has not been released pending notification of extended family, officials said. He collapsed at about 12:15 p.m. in Thompson & Meserve's Purchase, a township in the Mount Washington area, more than 2 miles up from the *(Cog Railway)* Base Station parking lot. "His sons immediately started CPR and called 911," officials said in a statement on the department's Facebook page. "Fish & Game Conservation Officers were alerted to the emergency and started the rescue response. "Due to the nature of the medical emergency, air sup-



port was requested from the Army National Guard unit in Concord. They responded by scrambling a crew as quickly as possible, getting a Blackhawk helicopter in the air and flying north from Concord." The helicopter crew arrived about two-and-half hours after the collapse *(Cog engineer Josh Bishop photograph at right)*, but they were unable to reach the area on the Jewell Trail due to the low and thick cloud cover, according to officials. "Conservation Officers on scene attempted to guide the helicopter in to the hiker, but the thick cloud cover and lack of visibility prevented them getting close enough. After several attempts, the helicopter was getting low on fuel so had to fly to the Berlin Airport to refuel," officials said. At that point, additional help was called in from Androscoggin Valley Search & Rescue and Pemigewasset Search & Rescue because officials thought the victim would have to be carried out, but the cloud cover eventually cleared allowing for an air rescue. The hiker was placed in a litter that was lowered from the helicopter as it hovered above, and he was hoisted up into the aircraft using a winch. "Unfortunately, despite all the exhaustive efforts by the hikers sons who [provided] constant and tireless resuscitation efforts for over 2½ hours and the arrival of the National Guard helicopter, the hiker did not survive," officials said."

- Caledonian-Record - Mon, Aug 16, 2021 pg. A6 / Patch - Mon, Aug 16, 2021 / NH Fish & Game Dept.

August 18th

Ghost of the Half-Way House: "A Good afternoon Coggers - it's wet and foggy up here on the western flank of Mount Washington, and on days like today, it actually feels a little spooky up on the hill. You can almost sense a presence lurking in the mist just out of sight, watching... waiting... ...walking? Oh, right – those are just the hikers. We saw a bunch of them up there today. But then, sometimes, something truly unexplainable happens on the mountain, an unsettling head-scratcher that leaves you second guessing all of your notions about the very nature of reality. This isn't one of those times, but a passenger who rode with us today *(8/18)* named Michelle sure thought it was. Michelle snapped a picture of the Halfway House *(left)* when we passed, and, well, we'll let Michelle take it from here. She wrote "This figure appeared in the shot. There was no one standing in the train, no one wearing that hat. Perhaps this is a ghost of one of the devils slide riders or an old hiker." Ooooh! Our interest was piqued! We love a good ghost story! Turns out, though, that on the way down Michelle looked at the window again and this time saw the wooden cutout silhouette of a steam engineer that some joker placed inside the shack a couple of years ago. We won't name any names, but his initials are Ryan Presby and it was found in an old steel steamer cab that he salvaged. "Ok, joke is on me" Michelle wrote. "I saw the cut out in the window on the way back. Very clever guys." *(Cog Clatter publisher notes: "Meanwhile no image has yet been found of the Old Troll who used to live in the Halfway House - listen in on the Track Phone and write a weekly gossip column in 1966 & 1967 - See Vol. 4 Appendix)*



- MWCR FB page - Wed, Aug 18, 2021

August 23rd

Jim Cameron on Transportation: "New England is home to many railroad "firsts," but none is more impressive than the Mount Washington Cog Railway, the world's first cog rail line. And it's still running, at a profit, 152 years late, using some of the original equipment. On a normal railroad the train can handle a 2% grade (or climb) at best. On the Mount Washington Cog the grade is as steep as 38% as the train ascends the 6,288-foot peak over three miles of steep track at about 3 mph. A recent race up the mountain between humans

on foot and The Cog saw the train win the climb to the summit by about 10 seconds. Since assuming sole ownership of this historic line, the Presby Family has poured over $3 million into its preservation and enhancement. While The Cog still operates two century-old steam locomotives, their unique design with slanting boilers (to handle the steep pitch) requires hand-made replacement parts. These old puffers consume a ton of coal and a thousand gallons of water on every trip while generating a lot of smoke, known to locals as "Cog smog." Augmenting the two steam powered trips each day is a fleet of biodiesels that do the journey on 18 gallons of cleaner-burning fuel. During the COVID shutdown in 2020 the railway accelerated a rehab process, replacing the rails and racks on the line and building a state-of-the-art repair shop. The five-year project was finished in eight months. Since its opening over 150 years ago The Cog has always attracted crowds. Pre-COVID ridership topped 120,000 annually and with an expanded all-year schedule they hope to surpass those numbers this year. Unlike some railroads we know, The Cog runs on time thanks to superb maintenance and a dedicated staff of 100. They're even hiring new engineers and mechanics, some of them coming from an apprenticeship program at a nearby community college. Tickets aren't cheap, but well worth it for the experience. Some of the fall steam trips are already booked up. If you're any kind of railfan, The Cog is a must for your bucket list."

- Darienite.com - Aug 23, 2021



August 30th

Exit Doors are In: *Dave Moody:* "Rob and JimBob have the up/down mountain frames *(left)* installed in the new coach. Looks good!!!"

- MWCR: We Worked There FB page - Mon, Aug 30, 2021

September 4th

Labor Day Weekend Begins: "...and just like that, it's Labor Day Weekend, Coggers, and it's a picture-perfect weekend at that! We just sent a sold-out triple *(right)* up the mountain at 10:00, with brakeman Marshall and Train Master Adam bringing up the rear on M1. We do have seats available on later trains today, and extended holiday hours are in effect through Monday. Diesels go up every hour on the hour until 4:00, with extra steam runs joining the fun at 7:30, noon and 4:00."

- Mt Washington Cog Rwy FB page



September 9th

No National Pike's Peak Park: Editorial comment by the newspaper owned by the corporation that also owns the Broadmoor Hotel and the Pike's Peak & Manitou Cog Railroad - "People with good motives sometimes have bad ideas. It happens to the best of us. Jim Strub loves Pikes Peak and knows a lot about it. At age 92, he has spent at least five decades exploring and adoring it. He spent a decade plotting the nearly finished 63-mile Ring the Peak Trail. He has volunteered much of his life to improving the mountain for visitors. Knowing he likely won't see the idea to fruition in his mortal lifetime, Strub leads a newly announced effort to make Pikes Peak and the surrounding area a national park. He has written a formal proposal and formed a small support group that has only begun a campaign to support Strub's vision. It is a bad idea and one we hope Strub will reconsider. Pikes Peak ain't broke so we had best not try fixing it. Pikes Peak could define "not broke," as it attracts about a half million visitors each year without a big marketing campaign Known as "America's Mountain," people know about Pikes Peak around the globe. It is considered a "must-see" natural landmark for Colorado visitors. It is the first sight of the Rockies anyone sees while driving west through Colorado on I-70. Nearly everyone has access to the 14,115-foot summit. The mountain features the newly rebuilt Cog Railway. The city of Colorado Springs maintains a paved road from the base to the peak. Thanks to a well-executed public-private partnership, a new state-of-the-art visitor's center offers an ethereal experience of high-altitude views and endless information about the mountain's history. America's Mountain belongs to everyone and is well

cared for by the public, Colorado Springs city government, Manitou Springs city government, Colorado Springs Utilities, The Broadmoor, Colorado state government, the National Forest Service, and more. The diverse interests that manage and regulate Pikes Peak have developed an organic system of cooperation that works. People who want to enjoy the mountain get to do so, whether they hike, drive, or ride their way up on a train. Turning Pikes Peak into a national park only gives more responsibility to a federal agency that constantly complains of inadequate resources to maintain the 423 properties it has. Even worse, turning Pikes Peak into a national park would further institutionalize the area and potentially inspire a circuslike atmosphere too often witnessed at our country's more popular national parks. Imagine all of those little secret finds, known only to the most able-bodied and robust mountaineers, resembling museum attractions along well-traveled trails. "He (Strub) envisions the massif's lesser-ventured canyons, drainages, couloirs and mountaintops becoming more accessible — 'jewels that practically nobody can get to, except those I call the intrepid,'" Strub said, as quoted in a *Gazette* news article. "The proposal points to park portals at the current highway toll, at the Crags Campground and off Gold Camp Road in the Cripple Creek area." Not all of nature's greatest jewels should be easily accessible. We should prioritize leaving much of the mountain just as it was created and has evolved. Of course, Pikes Peak easily checks the boxes to become a national park. So would Garden of the Gods, which is beautifully owned, managed, and maintained by Colorado Springs — not by the U.S. Park Service. Pikes Peak would rank second to none our national parks, but it is hard to see the upside. Coloradans and outside visitors love Pikes Peak just as it is — accessible to nearly all and nothing like a federal theme park."

- Colorado Springs Gazette - Sep 9, 2021

September 10th

The Electric Climb Record Promoted by Brake Co.:

"The Electric Performance TV / Tesla racing team's Tesla Model S Plaid sedan, supported by technology and product partner NRS Brakes, recently became the first production electric vehicle to complete North America's oldest auto race, the Mt. Washington Hill Climb in New Hampshire *(8/13 - 8/15)*. Blake Fuller, a three-time winner and twice electric production record holder at the Pikes Peak International Hill Climb (PPIHC) raced the Model S Plaid to the 6,288-foot becoming the first Stock Electric class winner in the event's 117-year history. When Fuller crossed the finish line, his time of seven minutes, 23 seconds set the first record for the Stock Electric class. That afternoon, after his second run and all the competitors finished, Fuller would beat that record time, and became the fastest driver ever up the Race to the Clouds in an electric car. The 2021 Mt. Washington Climb to the Clouds allowed competitors two runs up the treacherous course to set a fastest time. "With no practice or testing on this deadly course, controlling over 1,000 hp in a 4,400-pound car, my number one goal was to make history," said Blake. "My next run better demonstrated for all the fans of Tesla and electric cars, more of what the new Model S Plaid Electric Performance TV race car can do!" Demonstrating a balance of precision and aggression, Fuller established another record, crossing the finish over 17 seconds faster than his earlier run with a time of seven minutes, 5.841 seconds at an average speed over 100km/h (62 mph). Fuller now holds the title as the fastest electric driver of any class. He summarized his thoughts on making history, setting records, and being the fastest electric driver at Mt. Washington, "Before the race it seemed the goal of finishing this event would be one of the biggest challenges in my racing career. Our results could not have happened without the great community of individuals that support the Electric



M-5 For Service: *Dave Moody: "Johnny Suitor's Service Station is looking good both inside and out. It is an amazing building for the Cog's next 100 years!" (2021)*
- Dave Moody photo / MWCR: We Worked There FB



Performance TV racing team our technology partners like NRS Brakes. From the data gathered at Mt. Washington and track testing after the event, I am very excited to work with NRS Brakes to develop products for the new Model S Plaid." / "Before *(2021)* no electric car had ever raced in the Mt. Washington Hillclimb, one of the oldest car races in the USA (the first runs were on July 11 and 12, 1904). Today *(8/15)*, two electric cars are racing up the highest peak in the US Northeast. One is a modified electric vehicles, and one is a stock electric vehicle (as it came out of the factory, barring some basic modifications to make the car safe & sensible to race). (T)he stock electric vehicle is a Tesla Model S Plaid that Blake Fuller received from Tesla a little more than a week ago. He has been feverishly getting it ready for the race and texted me a little while ago that the car "finally passed tech." In other words, the car is permitted to race! Blake spent Saturday finally getting some practice in. The race has a three-day format, with practice runs on half of the mountain on Friday and Saturday morning. The practice location on either the lower half or the upper half of the mountain depends on the weather. On race day, Sunday August 15, each competitor makes two full runs of the technical, steep, and winding mountain road — once in the morning, and once in the afternoon."

- https://thebrakereport.com/tesla-sets-mt-washington-hill-climb-ev-record / The Brake Report - Sept 10, 2021

September 14th

Mt. Washington Master Planning Consultants: "I am pleased to inform you that the Harvard Negotiation and Mediation Clinical Program selected the Mount Washington Commission for a Fall 2021 Semester Clinical Project. The details of the project are attached and are essentially identical to the project proposal that the MWC voted to submit at its June 4 meeting. The overall goal is for the HNMCP to provide the MWC with a recommendations on developing its master plan. The clinical team will be three third-year law students: Seorae Ko, Lowry Yankwich, and Erin Savoie. The team will be supervised by Rachel Viscomi, a Clinical Professor of Law at Harvard Law School and the Director of the Harvard Negotiation and Mediation Clinic. In the coming days, the HNMCP team will reach out to all members of the MWC to schedule telephone or Zoom discussions with each of you and get your input on the project. (Note that because these discussions will be with individual MWC members, they do not raise public meeting concerns under RSA 91-A.) Although we had initially intended for the team to introduce themselves to the MWC at our August meeting prior to reaching out to members, that meeting had to be postponed. Since we only have a limited time to work with this team and want to have them get their work underway as soon as possible, they may contact you in advance of the September 24 meeting. The team does plan to attend the MWC's September 24 meeting and introduce themselves to the full group at that time. - Attorney Michael Haley, New Hampshire Department of Justice" / The following deliverable(s) are envisioned:

- An ideal deliverable for the MWC would be concrete recommendations on:
  - A process for developing a shared vision for the Mt. Washington summit;
  - A process for developing a master plan based on that shared vision;
  - Guiding principles for moving the vision forward; and
  - Structure of a master plan or items that should be included to ensure it is effective and useful to the MWC in executing its other duties.
- If time allows, students could work with the MWC on taking some of the initial steps in the above recommendations.
- The deliverable will be primarily in written form. However, because of the public visibility of the MWC, some final presentation at a public MWC meeting may be desirable.

- Email to MWC members - Tue, Sep 14, 2021

September 15th

Coös County Planning Board: Agenda for Regular Meeting on September 15, 2021 at 6:00 p.m. at the North Country Resource Center - Granite State Room, 629 Main Street - US 3, Lancaster, N.H

4. New Business - from the minutes

b. ***Mount Washington Railway Company- Conceptual Consultations***

1. ***Waumbek Station lean-tos*** - proposed increase in length of platform - Wayne Presby explained that the Board had granted him site plan approval for a 20' x 90' platform with 3 lean-tos. He would like to revise the size of the platform to be 18' x 120'. This would comply with the zoning and not need a variance. The consensus of the Board was that this change will not require an amendment to the site plan approval

2. ***Waumbek Station lean-tos*** - proposed increase in width of platform - Mr. Presby ex-

plained that in the future he may want to apply to the ZBA for a variance to the setback to widen the platforms to 28'. They would then be 15' from the lot line rather than the required 25'. He explained that this would leave sufficient space for rescue vehicles to pass. The consensus of the Board was that this change will not require an amendment to the site plan approval, but that updated plans should be provided for the file.



3. ***Winter season Snowcat tours/Snowcat Skiing*** - Mr. Presby is interested in seeing if there is a market for Snowcat tours and Snowcat skiing and is seeking input on what the Board would be looking for in a site plan application. The Snowcat will also be used for assisting with rescues and in case the train breaks down. He said it would be going up to about Skyline at about 5,100'. He explained that the Snowcat holds ten passengers and his plan this winter would be to offer a daily fee for as many trips as they can get in, meaning there will not be more than 10 people per day. *(Cog fireman Paul Forbes photographed Snowcat trail prep right)* Other activities will continue such as the train to Waumbek, snowshoeing, back country skiing, and some people skiing down from the train. He said the trail next to the track is easy and rolling.

Chairman Scarinza advised Mr. Presby to provide:

- a narrative with trips per day and number or skiers
- parking plan to show there is adequate room for the additional use
- any other infrastructure involved

Mr. Presby will have Earl Duval work with Tara Bamford to prepare the application.



Somewhere Under the Rainbow: *Brakeman Tom Eyman captures the colorful arc on September 22nd (2021)*
- Tom Eyman photo / MWCR: We Worked There FB page

September 24th

Mt. Washington Commission: "Due to a scheduling conflict, the next MWC meeting is scheduled for Friday, Sept. 24 at 10 a.m. at the Tip Top House. Those who wish to vanpool to the summit are to meet at 9:30 a.m. at the Auto Road Visitor Center."

MWC Edith Tucker Coverage: "Members of the Mt. Washington Commission had a chance at its meeting last Friday *(9/24)* to see Harvard Law School third-year student Erin Savoie in action. Two other law school students — Seorae Ko and Lowry Yankwich — who work with Erin on a three-member team from the Harvard Negotiation & Mediation Clinical Program were not present, but the project supervisor, Clinical Law Professor Rachel Viscomi, was on hand. Earlier this year, the MWC voted unanimously to apply to this no-cost Harvard dispute resolution program, believing it could be beneficial in helping iron out some contentious issues that have arisen in recent years, forestalling efforts to update the Park's Master Plan. A core task of the commission, by law, is to prepare a Master Plan for the summit. The MWC's application to become an HNMCP client points

out that "the lack of an agreed-upon shared vision and guiding principles make it challenging for the MWC to resolve (situations where one entity's mission or preferred outcome conflicts with another's) to the satisfaction of all." The Harvard dispute resolution program describes itself on its website as "an academic program at Harvard Law School focusing on cutting-edge work in dispute systems design, negotiation, mediation, facilitation, and conflict engagement." The program accepted the Mt. Washington Commission as a client for the first semester of the 2021-22 academic year, which ends in December. The study's overall goal is to provide the MWC with recommendations on developing an up-to-date master plan that ensures that all members' perspectives are heard. Savoie led an exercise in which those seated at the conference table in the Libby Room at the Mt. Washington Auto Road's headquarters wrote out brief, anonymous answers on Post-it notes to three questions she read aloud, all in some way involving the Master Plan development process. Even without time for discussion, the answers revealed that participants had diverging opinions. "They show we do have a problem," concluded Jeb Bradley of Wolfeboro, chair of the commission. "So, when you're interviewed, be specific, so we can find resolution." Commission members should schedule one-on-one interviews as soon as possible, he said. Bradley suggested the commission may consider holding two or three public presentations or hearings once the Harvard program's report is a public document.

Division of Parks and Recreation Director Phil Bryce of the Department of Natural and Cultural explained that $22 million of the state's share of the American Rescue Plan Act monies have been directed to state parks, which meet the stringent federal criteria. The state Division of Public Works agreed to combine two Mount Washington State Park projects for which considerable planning had already been done. Mount Washington State Park manager Patrick Hummel reported that the sewage treatment plant replacement project and the water system upgrade have been merged, becoming a single summit utilities upgrade project. To have enough time to prepare the necessary water system bid documents, the put-out-to-bid date has been set in Jan. 2022. "The scope of the water system upgrades includes installation of two new 20,000-gallon underground water tanks adjacent to the Sherman Adams Building, removal of the existing water tanks and restoration of the site where they were located, replacement of the well pump and piping, pressure booster pumps, piping, controls and telemetry," Hummell said. "The state DPW has already held a pre-bid conference for the summit utilities project, and five general contractors and four sub-contractors attended. DNCR has contracted with Emery & Garrett Groundwater Investigations to assess the potential to improve the yield of the Sherman Adams Building's well and to check out the feasibility of re-commissioning the Yankee Building's well, Hummell explained. The company has already visited the summit to gather information for this two-pronged study. DNCR will also use ARPA funds for a project called Mt. Washington Sherman Adams Building Improvements. "This project will include concrete repairs to the SAB's exterior plus reconstruction of the chimney stack above the observation deck," Hummell said. "The improvements project start has been delayed for a year to minimize site conflicts with the summit utilities project. Bidding is scheduled in 2022 with construction anticipated in 2023."



Help Arrives from Harvard: *Harvard Professor Rachel Viscomi (standing, left) with third-year law student Erin Savoie are seen with Mt. Washington Commission members Sept. 25, including (from left) vice chair Ed Bergeron of North Conway and Paul Ingersoll of Berlin; clerk Torene Tango-Lowy; State Parks Director Phil Bryce;, and chair Jeb Bradley of Wolfeboro. (2021)*
- Edith Tucker Photo - Berlin Sun

Bradley, a Republican state senator, said he will work with state Sen. Erin Hennessey (R-Littleton) to draft and file a Senate bill for the2022 legislative session appropriate additional ARPA funds for the enhancement of natural resources, including state park projects such as the Aerial Tramway at Cannon Mountain in Franconia Notch State Park plus rehabilitating fish hatcheries and state-owned dams. The chairman also asked commission members to volunteer to work on updating the Mount Washington State Park Master Plan. He asked members to submit their names to him before the next meeting, now scheduled for Oct. 29 at the Peabody Lodge Base Station in Franconia Notch State Park. Hummell reported that Mount Washington State Park had had "a pretty busy summer season, but not as busy as in pre-pandemic years. So far, about 280,000 visitors have visited the SAB since it opened on May 21 in contrast to 290,000 at the same time in 2019, he said. Retail revenue has been strong, and Hummell credited retail manager Christa Rousseau of Gorham, "who did an awesome job without an assistant for over a year to bring us success." Two new full-time hires have been made recently: Taylor Rubino, who started at the end of July, and Ben Schott of Gorham, who began providing custodial services.

"MWSP staff have been working hard in the Tip Top House all summer," Hummell said. "We anticipate a full reopening next season. The Bureau of Historic Sites is paying for the materials; MWSP has supplied the staffing." The summit service road has been paved, thanks to a summit collaboration: MWSP paid for the materials; the Auto Road carried out the work." *- Berlin Sun - Mon, Sep 27, 2021*

Partner Reports *(from minutes)*: ***AMC.*** Mr Thayer said that the hut system reopened to full capacity on July 1st. COVID mitigation procedures were put in place. Overnight use is strong, although off from previous years, and day use is on pace. ***Auto Road.*** Mr Wemyss said that the summer season was down as COVID continues to impact tourism. The Auto Road increased its toll pricing. ***Cog Railway.*** Mr Presby reported that they are finishing several major projects during the COVID slowdown, including the new shop, rail replacement and debris cleanup along the track. Like many others, they are experiencing staffing shortages however, the Cog has been busy with ridership up since 2019. ***Harvard.*** The HNMCP team will visit the summit next weekend *(10/2-3)*. Members discussed the next steps in the HNMCP project, the process for public input, holding public hearings in the North Country and in Concord, collecting visitor feedback and social media comments.

September 27th

Peak Week Declared: "Good morning Coggers! It's Peak Week! Actually, it's Peak Weeks! The next three weeks are probably the most spectacularly beautiful time of year up here, and that's really saying something since Mount Washington is spectacularly beautiful year round. We're getting ready, the foliage is getting ready, and, as engineer Josh Bishop saw last night, MW2 *(right)* is getting ready. How about you? Our expanded Fall Foliage schedule continues through October 11, with steamers at 7:30, 12:00 and 4:00, and diesels every hour on the hour from 8:00 until 4:00. Seats are selling faster than Polly's Pancakes!"

- MWCR Facebook page - Mon, Sep 27, 2021



September 27th

E-Bikes & Bio-Diesels: "I Raced an E-Mountain Bike Up Mount Washington by Kirk Kardashian - Could racing a pedal-assisted mountain bike up the highest peak in the Northeast become cycling's next great race? I had seen my fair share of starting lines at bike races, but what I saw on September 27 in New Hampshire was something completely different. To my right were four pro-level freeride mountain bikers on e-mountain bikes. To my left was a massive biodiesel train engine, capable of generating 600 horsepower and 30,000 pound-feet of torque. We were at the base of 6,288-foot Mount Washington, the tallest peak in the Northeast, and our objective was to race our motor-assisted bicycles to the top before the train got there. Our course was a rugged work road next to the narrow-gauge tracks of the famous Mount Washington Cog Railway. The route was three miles from start to finish, with an average steepness gradient of more than 25 percent and a vertical rise of roughly 3,500 feet. The train can make the trip to the top in 36 minutes. Did we mere mor-

tals—aided by pedal-assist bikes with 250-watt motors—stand any chance of getting to the summit before the locomotive? I was skeptical. So was Aaron Chase, 42, the organizer of this unorthodox race, which he has tentatively named MOB vs. COG. Chase has been a professional mountain biker since he graduated from high school in Belmont, New Hampshire, in 1997. Over the decades, he transitioned his riding from downhill and dual slalom to slopestyle and urban freeriding. These days, Chase almost exclusively rides an e-mountain bike, using it to do multiple laps at his local haunt, Highland Mountain Bike Park, and to go for epic rides in terrain where few would want to ride. Chase has become a sort of evangelist for e-mountain bike technology. One of his converts is his longtime friend Jeff Lenosky, a professional trials rider. Chase took Lenosky on his first e-mountain bike ride last summer, on some steep granite slabs in North Conway, New Hampshire, and Lenosky marveled at how the motorized bikes ascended seemingly impossible climbs. "One of the things I really enjoy



Aaron Chase sets out with the cog railway car behind him. (2021)
-Photo: Cort Muller / Outside magazine

doing when I trail ride is to try to climb the unclimbable, the real tech challenges," Lenosky said. "The stuff that Aaron was doing on an e-bike took that to a whole different level. We went way beyond what I thought was possible, using our skills and a little extra watts to do these crazy impossible climbs and get out to these destinations that we wouldn't have been able to pedal to in a day." The spirit of riding crazy impossible climbs is what brought Chase, along with pro freerider Peter Ostroski and local hitters Brian Moody and Kevin Sweeney, to the Cog Railway to challenge the train. I had met Chase last spring during a writing project, and he told me his idea for the challenge. Chase recruited us to do a recon lap up the mountain as a proof-of-concept trial for an event that he hopes will someday attract an international field of top-level e-mountain bike racers. He envisages a mass-start race that has the exciting elements of, say, the Megavalanche—the zany, mass-start enduro race made popular by YouTube videos—but with the bonus of safety. "That downhill is super exciting but very dangerous," Chase explained. "This flips that on its head. You've got the urgency of the cog chasing you down, and you need ninja e-bike skills to balance and maintain traction on the steep course. So it gets your heart racing without putting you in dire jeopardy of crashing." I was curious if this bizarre event could pen a new chapter into the short history of e-bike racing. Thus far, racing on pedal-assist bikes has been mostly derivative—riding courses that traditional bicycles could negotiate, only doing it faster while managing battery life. The Sea Otter Classic in 2016 held the first large-scale e-bike race, using a 1.5-mile course on the grassy hills around the festival. Former cross-country mountain bike world champion Christoph Sauser won the race. In 2019, the first UCI E-Mountain Bike World Championships took place in Mont-Sainte-Anne, Canada, on a course like the one used during the conventional cross-country event. In Europe, where e-biking is much more pervasive,

nearly every bike race now features an e-bike category, including enduros, multiday mountain bike marathons, and the famed Giro d'Italia, which supports a tourism event called Giro-E.



Chase pedals as the cog railway car catches him. (2021)
-Photo: Cort Muller / Outside magazine

There is something appealing about Chase's wacky idea, pitting machine-augmented humans against a slow train climbing a big mountain. It certainly isn't derivative, since there's no event like this for conventional bikes. In fact, a regular bike would be useless on this course—the track is far too steep and long to climb with muscle power alone. The 151-year-old Mount Washington Cog Railway was the brainchild of inventor Sylvester Marsh, who came up with the idea in 1852 while hiking the mountain and then pitched it to the state legislature as a way to attract tourists to the north country. The steam locomotive that climbed the track used a large cog whose teeth mesh with a fixed chain-like groove between the track's rails. When the cog opened in the summer of 1869, it became the first mountain-climbing cog railway in the world. Chase got permission for us to race it up the hill by promising authorities that we would do it early in the morning, before tourists showed up. The conditions at the start were cool and calm, but the summit was below freezing, with a windchill of 17 degrees. When the race started, Ostroski rocketed off the line and was out of sight after a few minutes. Within the first quarter-mile, I was off the bike and pushing it, the loose, gravelly surface being too tricky for me to navigate on the full-suspension Commençal e-bike I borrowed from Chase. I hopped on and off the bike a few times, riding it where I could and walking where my XC-oriented skills failed me. When I could pedal, I was moving at about five or six miles per hour. When walking, my speed was more than cut in half, and I could see the train hunting me down. It passed me just before the Waumbek water tank, where the steam engines stop to fill up their tenders, at about 3,800 feet. I hadn't even made it halfway before deciding to turn around. The rest of the crew fared much better. They were able to ride most of the climb before the steepest part, known as Jacob's Ladder, where they had to hike-a-bike for about 15 minutes. Then they could ride again for the final third of the journey. They reached the cold, fog-shrouded summit in about 70 minutes. But all of us were caught and passed by the train. After having a snack and taking some photos at the visitor center on top, the quartet blasted back down the mountain in a mere ten minutes, stopping once to let their disc brakes cool.

Despite losing to the train, our efforts provided valuable reconnaissance for Chase. He learned that the left side of the tracks (before Jacob's Ladder), with its coating of fresh gravel, was too loose a surface for the bikes. The right side, while bumpier, had better traction and was faster to ride. And Chase learned that the antique steam engine, which still makes trips every day, takes about 65 minutes to get to the summit. That puts skilled riders within five minutes of the train—close enough that a few improvements to the track could make the race a nail-biter.

In Chase's view, the ancient locomotive engine adds an exciting steampunk vibe to the event, with the smokestack leaving a billowing cloud in its wake. In his vision, someday the train car will be full of photographers and support teams, and the announcer will be calling the race as the train gets closer and closer to the riders. "When it does pass people, it's spitting out cinders and black soot, and it might even be raining down on them, depending on which way the wind is blowing," Chase said. "You just want to stay in front of that train, and when it passes you, it's going to feel like it's about to eat you up." If that's the future of e-mountain bike racing, bring it on. *- Outside Maganzine - Oct 28, 2021 /* *www.outsideonline.com/outdoor-adventure/biking/e-bike-mount-washington/*



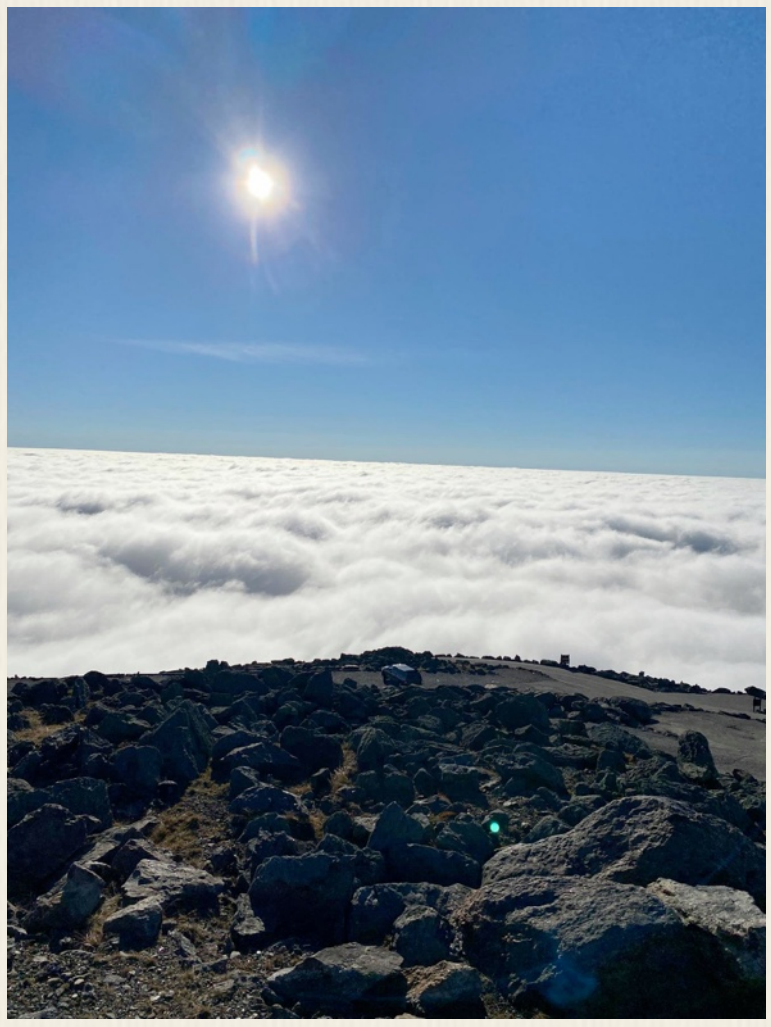
October 5th-6th

Double Undercast:



Travelers to the top of Mt. Washington on both these two days got to look over the sea of clouds surrounding the peak in what is called "an undercast." Engineer Josh Bishop's two images show the summit scene *(above)* and the view at the Base Station *(right)* on Tuesday *(10/5)*. The following day, weekend warrior Dave Moody's image prompted a Facebook thread of Cog veterans. ***Moody***: "The summit was above the clouds yesterday *(10/6)* on Mt Washington, a view like this *(next page)* never gets old!" ***Amy Wentworth:*** "That was always one of my favorite views. Just so cool !!!!" ***Rebecca Metcalf:*** "Miss those awesome undercasts! Thanks for sharing Dave" ***Tommy Bonnet:*** "Yeah I miss seeing days like that" ***David Huber:*** "One of my most spectacular undercast days was the year the water main to the summit froze up above Skyline. It was buried with snow, work crew had to dig between Lizzie's bend down to Gulf tank. I think Mike Kenly and Charley Kenison or Steve Newman spent a few days welding all the cracks so water could be pumped to the summit. I think it was 1973. I recall a good number of the large track crew got pretty good sun burns and Clem and another skied down to Skyline switch after digging snow most of the day. ***Morris Root:*** "David - Curious if anybody counted the number of times the water line was welded after a quick freeze? Similar situation occurred ca. 1965 ...day(s) spent welding above Skyline and through the cow pastures." ***Dave Moody:*** "Morris - Almost every section of pipe had welds on them when we removed the water line." ***Faith and Andre Desjardins:*** "Thanks for sharing Dave, definitely a view we all remember & are grateful we got to view in person, back in the day. Have a great Columbus Day weekend." ***Jim Hibbert:*** "My two favorite moments nearing the summit. Breaking

above the clouds and seeing the Atlantic Ocean on a crystal clear morning."
- https://www.facebook.com/photo/?fbid=8959514413168 33&set=a.102882017290450



October 7th

Crowded Columbus/Indigenous Peoples' Day: IMPORTANT HOLIDAY WEEKEND SERVICE UPDATE: We are mostly sold out on all trains for the holiday weekend, from Friday, 10/8 thru Monday, 10/11. There are still some biodiesel seats available, but our steam trips are 100% sold out thru Monday, the last day of steam service for 2021. If you would still like to ride with us this weekend, please purchase your tickets directly from our website at thecog.com. Parking and same-day tickets are EXTREMELY limited up here right now, and we don't want you to drive all the way to Marshfield Station without having reserved seats online beforehand. Thanks! And just a reminder, we will continue summit service thru October 17 (weather permitting) with limited State Park services at the top. Skyline and Waumbek trips will resume on October 18!" *- MWCR Facebook page*



October 11th

Cog Cutting Edge: Reporter Judi Currie writes: "The Mount Washington Cog Railway, which has a staff of about 100, now boasts a $3.3 million maintenance facility with cutting-edge technology. The historic railroad hopes to attract a workforce so it can continue to bring tourists to the summit of Mount Washington. Wayne Presby, owner of the Mount Washington Cog Railway, says "The Cog" was the first of its kind in the world. "All the companies operating mountain climbing train systems took our original technology and improved it. But it started with our technology," he says. "The shoe is now on the other foot. I've gone to those facilities, looked at what they've done and added their improvements to our own." According to Presby, there's only one other company in the world that builds the kind of locomotives used by The Cog — Statler in Germany. "Our line is different," he said. "We need to do extensive engineering because the grades are interesting, the cars are different, the tracks are different. (Statler) would have to engineer it from scratch, so we decided we might as well do it ourselves." He says the old maintenance facility, built in 1890 *(Ed note: 1895-96 actually)*, was inefficient. The new facility, named in honor of Johnny Suitor, a longtime shop foreman, was built for a team of master mechanics, welders and fabricators to maintain and grow their fleet of nine biodiesel locomotives. To attract the next generation of professionals, The Cog has partnered with White Mountains Community College in Berlin to train interns. The school's Diesel Heavy Equipment Technology program typically attracts 30 to 35 students per year. The goal is to have an internship program by summer 2022, providing students with transferable skills, says Presby. "These engines are very sophisticated; they are all computer-controlled, with a system to control the maximum speed of 4.76

miles per hour, which is stuff that even Amtrak doesn't have," Presby says. He sees the new center and internship program as a way to keep local youths from leaving the region after college. "These students will come in for an internship and possibly choose to stay and work here. We turn out a lot of very talented kids in this area. But they don't believe they can find good employment so they leave the area looking (at) other places," says Presby. "By offering them a commensurate salary and benefits and a good facility with the most modern equipment, we can attract the kids to stay here and become permanent residents on their own."

- Business NH Magazine - Sat, Oct 9, 2021

October 11th

Cog Railway Tickets: On the *Front Porch Forum* email feed Nanine Beard • HaPenny Rd., Peacham offered some tickets For Sale: "I have 3 tickets for the Cog Railway via the Biodiesel locomotive (two window seats and 1 middle, but not aisle, seat). This trip takes passengers to the summit of Mt. Washington. My plans fell through and while I can get a voucher to use at another time, I thought someone here might have interest. Trip date is this Sunday, October 17 from 2-5, cost total for tickets is $220. They are mobile tickets and I would email or text them to you." *- St. Johnsbury Front Porch Forum - Wed, Oct 11, 2021 1:16 pm*



October 16th

Cog Railway Tickets: "Good Saturday morning Coggers! Check out this great shot *(left)* by Steve Liffman Photography, captured as down mountain engineer Josh Bishop greeted up mountain passengers on M1. We're past peak up here, but there's still plenty of color in the lower elevations. Tomorrow marks the end of our 2021 summit season, but the 2021-22 winter season starts bright and early on Monday morning with 90 minute trips up to Skyline (5300') departing every hour from 9:00 until 3:00.

- MWCR Facebook page

October 26th

Let it Blow... Let it Blow... Let it Blow: "Welp, it's about that time of year again, Coggers– winter is calling and we've accepted the charges. Yesterday *(10/26)*, M7 was mated with our hydraulic snowblower *(right)* for the very first time in the new shop! Trains run hourly, 7 days a week, up to Skyline at 5300' through Sunday, October 31. Beginning November 1 though the end of April, we'll take you up to Waumbek Station at 4000'. Trains run every day throughout the winter, and as always, the hot refreshments are on us!

- MWCR Facebook page



October 29th

Mt. Washington Commission: Cog Clatter report: "New Hampshire state parks director Phil Bryce had mailed the Mount Washington Commission the status report on capital projects at the Summit ahead of the meeting as a time saver. The bullet points: water system & sewage treatment plant updates are being combined to create a bigger, single contract for bidding by the end of the year. Federal ARPA funds will underwrite the water system, state and clean water funds will pay for the new sewer system. Actual construction to start next June. It will last two summers before completion in the fall of 2023. State park officials estimate some 359,000 people visited

summit in 2021 – a number on par with the record set in 2019. Retail sales at the summit house were up 2.5% from 2019. Renovations to the Tip Top House will be completed next spring with the first hotel on Mt. Washington reopened to tourists in early 2022. Reports by the mountain top partners and an update on negotiations between the State and Cog Railway on extending the tracks at the summit were skipped over to give the Harvard Negotiation and Mediation team most of the meeting for an update. State officials later confirmed Summit track negotiations are still underway.

The Harvard team was brought in to help the Commission find a way to complete a new master plan required by law to be submitted every ten years. Despite several efforts in 2010 & 2013, the 1970 Mount Washington Plan is the last to be adopted. The Harvard students say the Commission's decision to concentrate on solving short-term operational problems at the summit is commendable, but is not conducive to coming up with a long-term plan. Beyond that the team found a "zero sum mindset" by the parties has impeded opportunities for collaboration. Erin Savoie said "there is friction here" and master planning provides an opportunity to resolve major sources of friction. Seorae Ko told the group that some of them "felt critical information was not being distributed to everyone," however interviews showed a shared concern about revenue, visitor experience, winter usage and environmental concerns about additional tourist visits to the state park. Lowry Yankwicz said the Commission's current meeting format "does not allow everyone to make their perspective known," and that "contested issues tend to be backward looking" with past disputes being brought up rather than looking forward. The team suggested the Commission hold meetings specifically for master planning and specifically for short-term operational issues. Increased opportunities public input would be helpful, but mostly a need for all those involved to gain a better understanding of where the others are coming from. Towards that end the Harvard Team led the Commission through a series of exercises designed to break down old barriers and demonstrate that there was more success to be had when all had an agreed-up shared goal. A final report from the Harvard team will be delivered just after Thanksgiving. The Commission plans to meet again in early January."

Current Issues



Works with Harvard Team: Edith Tucker report: "Members of the Mt. Washington Commission met with a mediation team from Harvard to help the commission overcome disagreements that have held up a new master plan for the park. The Harvard Negotiation & Mediation Clinical Program team is made up of three third-year Harvard Law School graduate students and their supervisor, Clinical Law Professor Rachel Viscomi. The team actively engaged with Mt. Washington Commission members and others on Friday, Oct. 29, at an in-person meeting at the Peabody Lodge in Franconia Notch State Park. The group used hands-on exercises to bring people together and to demonstrate points in their presentation. Among them, Viscomi randomly paired people up *(next page)* to engage in a quick arm-wrestling exercise, designed to allow everyone to see that it takes two players working together to run up an even score, such as 20-20, rather than an unsatisfactory 0-to-0 stale-



Mt. Washington Commission chair Sen. Jeb Bradley (L) took part in an arm-wrestling exercise with NH Dept of Justice attorney Michael Haley, a 2019 Harvard Law School graduate and Harvard Negotaiton & Medication Clinical Program participant who suggested the MWC become a client. (2021)
-Photo: Edith Tucker / Conway Daily Sun

mate. Earlier this year, the 11-member commission voted unanimously to apply to this no-cost, semester-long dispute resolution program, believing it could help overcome obstacles updating the master plan. The Harvard team describes itself as "an academic program at Harvard Law School focusing on cutting-edge work in dispute systems design, negotiation, mediation, facilitation and conflict engagement." Student team members — Seorae Ko, Erin Savoie and Lowry Yankwich — discussed their preliminary mid-semester findings based on completing almost all their one-on-one interviews, reading minutes and relevant state law, plus an on-site visit to the 6,288-foot summit, including the Sherman Adams Building. The trio took turns at the microphone, providing voice-overs for the slides they'd prepared. "Since 1969 (52 years ago), the Mount Washington Commission has been tasked with managing the summit of Mt. Washington," one read. "(State law) requires the commission to agree upon a shared vision for the … summit, embodied within a master plan. "It's first listed responsibility is master planning," another said. A new master plan is required every 10 years. The commission has made a master plan before and gotten it approved. That plan was developed over 18 months in 1971.

Although a master plan was drafted in 2010, the commission did not vote to approve it, the law school students reported. This means that no master plan has been approved in the past 50 years. State law requires that the park's master plan must include — but is not limited to — discussion of: capital improvements for a 10-year period; proposed operation of summit, including fees, personnel and franchise agreements; promotion of summit as "recreational, historic and scientific attraction; protection of unique flora and natural resources of the summit; negotiation of public rights-of-way; cooperative arrangements between private interests and the commission." The students have not only interviewed commission members and other key players, but have also reviewed "best practices from similar consensus-building projects" plus "negotiation and dispute resolution theory." The team presented its three preliminary findings and three recommendations. First, the students pointed out that the commission's current approach to addressing short-term operational issues is not conducive to addressing long-term strategic master planning. Their preliminary recommendation is that "master planning meetings should be distinct from regular meetings in both time and format." Second, they pointed out that commission members have a "zero-sum" mindset that impedes opportunities for collaboration. Their preliminary recommendation is to "restructure interactions to identify and make the most of mutually beneficial opportunities." Their third finding is that "master planning presents an opportunity to resolve major sources of friction." Their preliminary recommendation is to "engage a facilitator to guide conversation regarding unresolved major questions," including developing a shared vision for the summit.

Viscomi confidently led commission members and others in several collaborative exercises, designed to joggle these decision-makers' assumptions, perceptions and mindsets, including their recognition of when they believe they have achieved success. "Our definition of success drives our outcome," the law professor said. Viscomi listed a number of "debilitating" assumptions negotiators can hold, including "our interests are opposed; we can't both get what we want; this is a zero-sum game, the pie is fixed; and I have to choose between a good relationship and good substance." These were in contrast to "empowering" assumptions, including "while some interests conflict, others are shared, or are just different; we can always shrink the pie, and usually find ways to expand it; we can find creative ways to meet both of our interests, and good communication is my problem (rather than your problem)." Often, Viscomi said, we believe we are reaching data-driven decisions without being consciously aware that we are only selecting the data that supports what we've already decided. The final results of the Harvard Negotiation & Mediation Clinical Program will be completed and be released to the public in early December, Viscomi said.

The immediate feedback from Mt. Washington Commission members was very positive. Commission chairman District 3 Sen. Jeb Bradley (R-Wolfeboro) set the next meeting on Friday, Jan. 7, 2022, saying he was concerned that the upcoming holiday season would be a hard time for people to meet. A few members who stayed in the Lodge to enjoy a box lunch raised concerns that that morning's momentum and good feelings of collaboration could dissipate if more than two months goes by before a master plan meeting can be held.

- The Conway (NH) Daily Sun - Mon, Nov 1, 2022

November 3rd

Denver TV Profile of Cog Internship Plan: "Mother Nature is rarely kind to Mt. Washington. On a recent fall morning, the New Hampshire's tallest peak was bathed in blue skies as tourists from all over the world flocked here to catch one final glimpse of foliage. This mountain is home to the highest recorded man-measured wind speed in the world and it is also home to the world's first mountain-climbing train, The Cog Railway. The operation is about as small-business as they come. Each diesel-powered engine is custom built in a warehouse at the base of Mt. Washington. Like many businesses across the country though, The Cog is being faced with a shortage of mechanics and engineers needed to keep this place going. "New Hampshire has had a hard time with keeping skilled workers. They always tend to leave out of state," said Rob Arey, who works for the railway. But the old Cog Railway first constructed in 1868 is about to offer new opportunities to a whole new generation of the workforce. The idea is simple, connect students at nearby White Mountains Community College with job training opportunities working on those diesel engines which power The Cog Railway. Not only will the program help get graduating students into a job pipeline that desperately needs them, the concept is also being deployed in hopes of keeping students from leaving rural communities like this one once they graduate. A term typically referred to as "rural flight." "This is the first step in us keeping our kids here in the local schools, learning here, falling in love with us as a place to work," Rob Arey added. Marc Poulit is an instructor at nearby White Mountains Community College. He has about 30 students in his program, all of whom are now eligible to apply for the new internship program. "We are really planting that seed and thinking about, 'I don't need to move out of state to get a good-paying job,'" Poulit said. Perhaps the biggest challenge when it comes to keeping students in rural communities after they graduate is pay. On average, new graduates can earn 15% more on their first job if they move to a big city. That is often a game changer for new graduates especially if they have student loans to pay off. Back at the Cog, they are anxiously awaiting the arrival of new students. While this railway may be old the technology, what they're using here is more complex than most Amtrak trains, providing a perfect opportunity for the next generation of engineers and mechanics to train on. "The way this facility was built is for the future. It's all technology they may not even get at the community college. It's exciting they get to come in here and learn it first hand," said Rob Arey with The Cog. Like the trains here themselves, the hope is the whole idea will keep students careers climbing in the communities they call home."

- Chris Conte, thedenverchannel.com - Wed, Nov 3, 2021



Denver7's Chris Conte reporting (2021)
- thedenverchannel.com frame grab



November 4th

Waumbek Stationmaster Checks-In: "We normally think of Eggy *(Joe Eggleston)* as one of our most experienced steam engineers. Over the winter he's stepped into a new role as Waumbek Station Master! We ran him up to snowy Waumbek Station this morning *(next page)* to get ready for the day's passenger trains, and he got right to work salting, shoveling and chopping firewood *(left)*. We're running passenger trains up to 4000' 7 days a week, all winter long! It is absolutely gorgeous up there with the season's first light blanket of snow. And be sure to say hello to Eggy while you're there!" *- MWCR Facebook page*

November 13th

Waumbek Sunset: "Taking a few moments to appreciate the beautiful pre-snowstorm sunset up at Waumbek this past Saturday *(11/13)* reminded us just how privileged we are to work at this railway on this mountain, and just how much fun we have in the midst of all





Clockwise from lower right: brakewoman Phoebe (Ross), Station Master Wayne (Boyce), engineer/brakeman Randall (Armor), engineer/brakeman John (Stinehour),and engineer/Train Master Andy (Villaine) (2021)
- MWCR Facebook page



the hard work! By the way, that's engineer/Train Master Andy Villaine in the group photo *(left)*, either showing off his impressive forearms or channeling Barbara Eden with his best "I Dream Of Jeannie" pose! *- MWCR - Wed, Nov 17, 2021*

November 16th

In for Winter Service : "Good Tuesday morning Coggers - we finally have a blanket of white stuff on the ground for our Waumbek trips this week! We also wanted to give you a peek at Suitor's Service Station (our new maintenance shop here at Marshfield)



in full winter mode. Most of the fleet is tucked away inside, warm and cozy, with plenty of room to spare. If you look carefully *(left)*, you'll see our hydraulic snowblower mounted on M7, ready to roll at a moment's notice to keep things cleaned up for the busy holiday season just ahead. Expanded winter schedule, tickets, and much more." *- MWCR Facebook page*

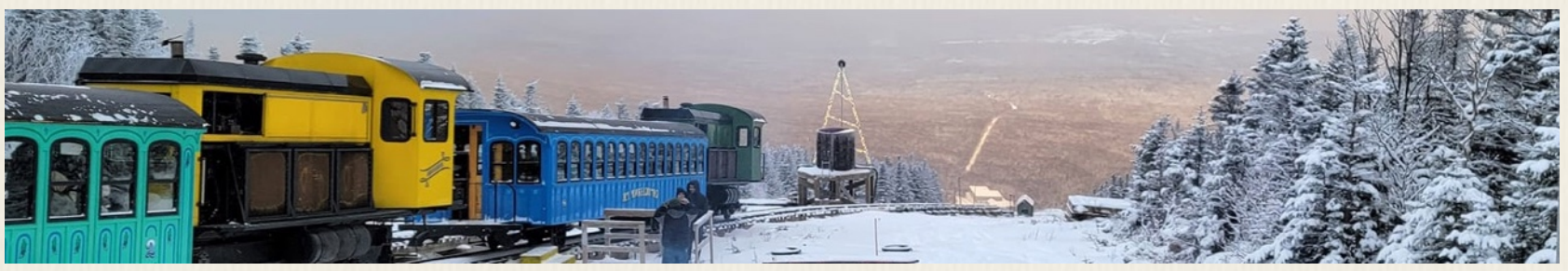


November 22nd

Waumbek Snow Creature Returns: "Good Tuesday *(11/23)* morning, Coggers! We haven't seen this guy up at Waumbek since March, but he's back and getting excited, because the holiday season is almost here! We're closed for Turkey Day on Thursday, but we'll be back firing on all cylinders on White Friday, November 26! Santa will be here for pictures with kids of all ages, and trains will depart for 1 hour round trip excursions to snowy Waumbek Station every 90 minutes from 10:30 until 3:00. ***Chris Rakoczy:*** Tracy White Sadlon - It's our little snowman!! LOL! My girlfriend and I made it. We had no children with us! This was our first time up the mountain by Cog, and even though it didn't go to the top, the weather was flawless, the view was grand, and the trip was fun. Thanks for the ride, toasty fire, and warm beverages! ***Tracy White Sadlon***: "Always fun to activate your 'inner kid.' .Never too old to build a snowman." *- MWCR Facebook page - Nov. 23, 2021*



Creature creators Chris & Tracy (2021)
- Rakoczy Collection



November 23rd-24th

And a Tree will Appear in the East: It's been a busy day up here on Mount Washington. The crew went up on the crane car this afternoon *(11/23)* in snowy, sub freezing conditions to deliver a few cords of wood to Waumbek Station, and to erect the first ever Cog Railway holiday tree at the Waumbek tank! Illuminated and standing 20 feet tall, the glowing cog gear at the top can be seen from the Base Station and for miles around. Rockefeller Center's got nothing on us! ***Art Poltrack:*** "Solar powered?" ***Brian Pike:*** "How is it illuminated ? Long extension cord?" ***Mount Washington Cog Railway:*** "Right now it's on a generator, solar may be next." Engineer Steve Allen in M4 gave the first group of passengers a close up view of the illuminated Waumbek holiday tree! OK, Coggers – the last pre-holiday season train just came down from snowy Waumbek Station, so it's time to put our iron horses to bed for the night so we can all take tomorrow off! But we'll be back bright and early for White Friday and the kickoff to the 2021 holiday season. Mr and Mrs Claus will be here for pictures with the kids Friday thru Sunday, and then again every Saturday and Sunday thru December 19. We'd like to take a moment to give thanks to each and every one of you who've followed us here on Facebook in 2021. Even in the face of a tremendously busy record-shattering year, even in spite all the hard, complex work it takes to put these trains on the mountain every day, we sometimes find ourselves pausing in awe to reflect on where we are and what we do.



2021

This remarkable operation on this magnificent mountain is only made possible by the many tens of thousands of visitors from near and far who make the journey to Mount Washington each year to share this adventure with us. From all of your friends at the Mount Washington Cog Railway to all of you, we wish you a happy, healthy and peaceful Thanksgiving and holiday season! (the photo of the old Waumbek Tank previous page was shot by our dear friend Joe Pychevicz) *- MWCR Facebook page*



MWCR: *"Wonder how many snowy mornings this old girl has seen in 152 years!"* ***David Goodhue:*** *"23,104? (152 x 152 lol)"* ***MCWR:*** *"David -close but no cigar. The correct number is 23,117. 1927 was particularly snowy."* Paul Forbes: *"Built in 1866, 155 years?!"* ***MWCR:*** *"OK, OK, wise guy, that's a technicality. Didn't start hauling passengers until 1869, except for the first trips to Jacobs a year earlier, so let's just say more than 150 years. But we didn't run in the winter back then, so who really knows how many snowy mornings the old girl has seen? Sorta takes all the poetic imagery out of the post when you really think about it. I'm gonna go sit in the corner and mope."* Jitney Jr decided NOT to pile on and mention all the years Peppersass was under cover at Field Museum in Chicago & the B&O storage facility at Camden Yards - see Appendix: A Hero's Journey."
-MWCR Fb page - Wed, Nov 17, 2021



November 26th - 27th

Santa "Cog" Claus: Happy White Friday, Coggers! And for once, it's actually a white Friday, with light snow here at Marshfield Station and up at Waumbek. Everybody wants in on the action with Santa photos, including our crews! Here's engineer/brakeman John Stinehour *(left)* asking old St. Nick for heated seats in the locomotive cab. Santa just smirked, said he'd get Gadget (his technical elf) working on it right away, then handed John a hunk of coal. That doesn't sound good. Anyway, Santa will be ready for photos 30 minutes before each departure, and he has a very special treat for all the good little girls and boys! In between having his picture taken with lots of good little girls and boys riding our trains earlier today, we witnessed this uncomfortably tense moment between Santa and the missus. Apparently, the old elf approved Rudolph's vacation request for Christmas

Eve, and now all the other reindeer want the night off as well. Mrs C. gave him a pretty good dressing-down, so it sounds like Santa's going to be busy trying to find a replacement crew for 12/24. Good thing he's only scheduled to be here at The Cog on weekends up until December 19! *- MWCR Facebook page*



December 1st

Presby Part of NH's Top 200: Cog Railway president Wayne Presby is one of 200 Granite Staters selected by the *NH Business Review* magazine for its "second edition of the New Hampshire 200, the only publication that spotlights the 200 most influential people in New Hampshire's private sector." Editor Jeff Feingold explained, "This is a highly selective guide featuring biographical information and candid reflections on a wide range of topics, from personal challenges they have faced and how they view the future of their organizations and their industries, to telling us about their "bucket list" and a "fun fact" about themselves that most people don't know. The answers are, more often than not, entertaining and insightful. The result is a personal, engaging look at the 200 most influential business leaders in New Hampshire. (Remember, the list is about the influence of people outside of government, although, this being New Hampshire, more than a few people listed are engaged in the worlds of politics and public policy.) This year's list is different than the first one we published two years ago, reflecting the changes the state and all of us have gone through in the two years since we published the initial New Hampshire 200. For those who think there are people who should be on the list but aren't, or just have an idea about New Hampshirites who should be included in the future, we welcome any and all suggestions, since, just like the nature of influence, the list will evolve over time." Presby *(right)* was one of three people selected in the Energy category. *- NH Business Review New Hampshire 200 - Wed, Dec 1, 2021*

ENERGY

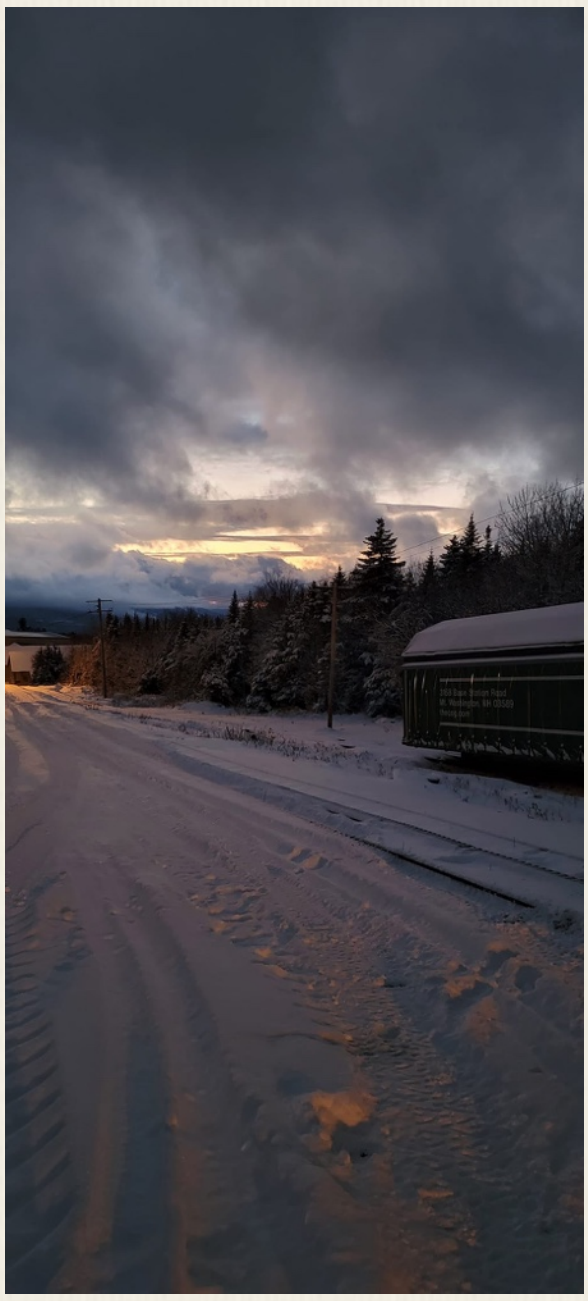
Wayne Presby
President
Mount Washington Railway Company



Education: Franklin Pierce University (BA), UNH School of Law (JD)
Career history: Presby has owned, operated and built several major businesses over the past 38 years. He has owned and operated the Mount Washington Cog Railway from 1983 to present, and owned and operated the Mount Washington Hotel and Resort, Bretton Woods Ski Area, and golf courses and related properties from 1991-2006. He operated the construction company responsible for building more than 200 condominiums; operated water and utility systems; and built and operated White Mountain Biodiesel from 2008-2018. During his career, he has owned and operated businesses that have generated more than $1 billion in total revenues.
Most important business lesson: Listen to your customers and learn from history and your mistakes. If you think you're the smartest guy in the room, change rooms so you can learn something.
What would people be surprised to learn about you? I sleep very little, and it's not unusual to find me working in the railroad maintenance shops at 3 a.m. in the morning. Stop in and we'll have coffee.
Hobby/passion: Restoring the most iconic tourist attractions in New Hampshire and the projects needed to accomplish that goal.
Industry advice: Think big. Be persistent. Don't let government regulations and naysayers keep you from accomplishing what you believe in.

December 7th

Harvard Recommendations: "Hello Mount Washington Commission members and supporters, At Senator Bradley's request, I *(MWC clerk Torene Tango-Lowry)* am sending you the final report from the Harvard Negotiation & Mediation Clinical Program team entitled *"Master Planning by the Mount Washington Commission, Fall 2021 Report."* This report is being sent to you for review in advance of the next MWC meeting." / "Conclusions *(edited by Jitney Jr.)*: First, we found that the master planning process will require a different meeting format than the Commission's regular meeting format, which is best at addressing operational and short-term issues. Second, we found that the Commission is getting stuck in a "zero-sum" mindset that impedes opportunities to



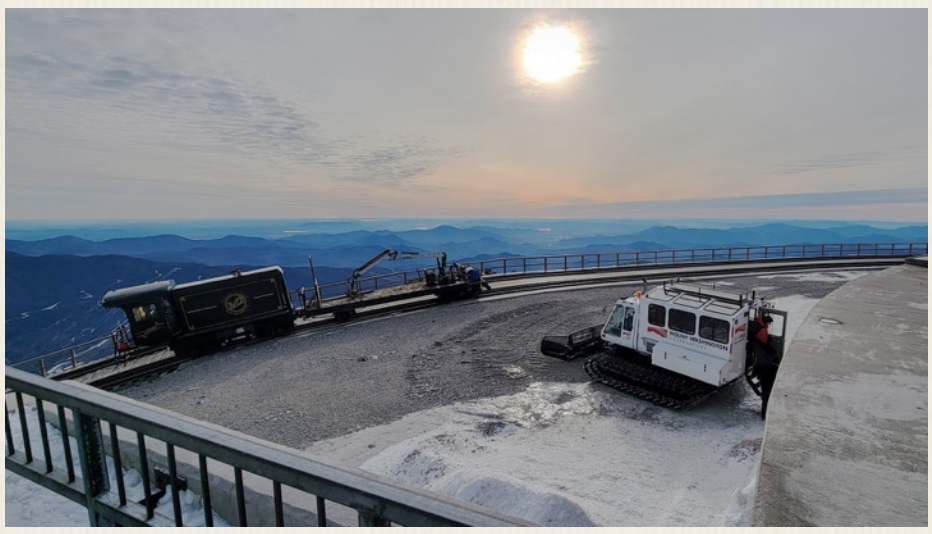
collaborate. Understandably, partners look out for their own interests, rather than seeking ways that their interests might complement those of others on the Commission. There are opportunities to come to mutually beneficial agreements if the Commission can get beyond this zero-sum mindset. Third, our interviews suggested that master planning presents an opportunity for the Commission to resolve sources of friction that keep the Commission from realizing its full potential. Based on our findings, we recommend three main strategies, grounded in dispute resolution and negotiation theory. ***1) Make master planning distinct*** from regular meetings - We further recommend planning in full body *(and open format)* to assure that the outcome of planning is accepted as legitimate and reflects the agreement of all parties; ***2) Restructure interactions*** to encourage value creation; and ***3) Hire a facilitator*** - We recommend using the expertise of a facilitator, who can act as a neutral and expert guide to this complex process. Many groups faced with complex multi-stakeholder decisions look to facilitators to ensure that the process is carried out in a way that is fair and constructive. In this report, we tried to identify what is holding the Commission back from successfully creating a master plan. What we found was not a lack of will or a lack of interest in creating a shared vision but instead a need for tools to change partner interaction. n this report, we tried to identify what is holding the Commission back from successfully creating a master plan. Master planning presents an enormous opportunity to come together and create a future for the Mount Washington summit that improves upon what is already working. We hope the Commission will take up its duty with this spirit in mind."

- Email to MWC with attachment - Tue, Dec 7, 2021 11:49 am

December 10th



Resale of Rerail Remains: "OK Coggers - you asked for it, and here it is, just in time for the holidays! Now you can own a unique piece of Cog Railway history– an authentic 2" hunk of 25 pound rail, an artifact that has been supporting and guiding countless steam and diesel trains on Mount Washington for, in many cases, over a century. Each rail section is packed with a Certificate of Authenticity and ready for gifting, but supplies are limited so don't dawdle – get yours here at Marshfield in our gift shop, or online ($40) - "For nearly a century and a half, the Mount Washington Cog Railway ran its steam (and eventually biodiesel) locomotives on 25-pound (per yard) rail installed in the late 19th and early 20th centuries. Beginning in 2018 and completed less than 3 years later, the lightweight rail was replaced by heavyweight 100-pound rail. Now, by popular demand, you can own a one-of-a-kind piece of the railway's history: a section of 25-pound rail removed from Mount Washington during our massive re-railing project! Measuring roughly 2 inches in length and accompanied by a Certificate of Authenticity, each rail section bears unique scars and imperfections from countless excursions over many, many years in one of the harshest environments on the planet. Supplies are limited!"



- MWCR Facebook page - Fri, Dec 10, 2021



December 14th - 15th

Picking Up Re-rail Remains: "All this fair weather recently brought with it a chance for our work train crew to make it to the summit *(12/15)* to continue clearing trackside debris. And it came with a rare sighting – the Mount Washington Observatory's Sno Cat *(image previous page)*, bringing the weekly shift change up to the weather station. And yes, that warm glint on the horizon is the Atlantic Ocean!" ***Bill Fothergill:*** "Has the rail replacement reached the summit?" ***MWCR:*** "Yes - we are about 98% complete, with only a few hundred feet above tree line left to re-rail." ***Fothergill:*** "Nice job, you guys are putting a lot back into the Railway for the future. Thanks." ***Dave Liske:*** "Hopefully the SnoCat included extra hot cocoa & bourbon." ***Leah Tarentino Ardini:*** "I would love to be up there on one of those rare clear days. I've always been in fog or snow. Never even seen all the way across the observation deck." ***Robert Trask:*** "Just beautiful, say hi to all." Engineer Josh Bishop's photo above illustrated the Facebook. Left unsaid was that the work train was up above the tree line the previous day *(above left)* when conditions were a bit different (Temp: 11˚ Wind Speed: 65 mph Visibility: 1/16 of mile). Engineer Josh Bishop was taking pictures that day, too, but they only appeared on his personal Facebook page. His selfie *(right)* prompted the following thread from friends (?) - ***Mike Noel:*** "Santa??" ***Charley Kenison:*** "Hows that heater working?" ***Josh Bishop:*** "Charley - not that well." ***Adam Otterbach:*** "Wee bit frozen lol - You need a beard sock." ***Terry Burton:*** "YETI !!!" ***Charlee Morrill***: "Old man winter kissed you." ***Josh Bishop:*** "Charlee - he sure did." ***Sarah Elizabeth Jordan:*** "That looks really hard to braid." ***Paula Hutchinson-Dunn:*** "The abominable snowman!!" ***Phil Beroney:*** "Is a good look on you" ***Thomas Lane:*** "Tell your boyfriend to clean up next time." ***Chaga Glidden:*** "Be safe out there." ***Bishop:*** "Chaga - always" ***Janice Lanpher LaBounty***: "This is a VERY cool picture. Pun intended"



- MWCR Facebook page - Wed, Dec 15, 2021 / Josh Bishop FB page - Tue, Dec 14, 2021

December 15th

Proposed Winter Operations Reviewed: "Notice is hereby given in accordance with RSA 676:4 that the Coös County Planning Board will meet on December 15, 2021 at 6:00 p.m. at the North Country Resource Center - Granite State Room, 629 Main Street - US 3, Lancaster, N.H. to review the site plan application of the Mount Washington Railway Company for expanded winter activities to include Snowcat tours and Snowcat skiing in Thompson & Meserve's Purchase, Map/Lot 1605- 011. If the application is accepted by the Planning Board as a complete application, a public hearing will immediately follow. ***Minutes of the Hearing/Meeting:***

The Application: "During the winter months, the Cog Railway plows Base Station Road from Route 302 to Marshfield Station. Marshfield Station is plowed and accessible to all passengers and guests. Depending upon the weather and holiday schedules, between 50 and 200 vehicles visit Marshfield Station on a daily basis. The Cog Railway has parking available for several hundred vehicles. The Cog Railway owns and operates on Pisten Bully 400 tracked snowcat. It is used to service Waumbek Station and as a backup method of evacuating passengers from a train if it were to break down and other means of evacuation were unavailable. It is used to maintain and groom the trail next to the tracks used by winter enthusiasts for back country skiing, now shoeing and climbing. It is also available to Fish and Game for rescue operations as needed. ***Proposed Additional Winter Operations***: ***Snowcat tours*** from Marshfield Station



Wayne Presby, President of the Mount Washington Cog Railway, presents plans for Snowcat skiing to the Coös County Planning Board in Lancaster, N.H. (2021)
- Photo by Paul Hayes / Caledonian Record

to Jacob's Ladder or Skyline and returning to Marshfield Station. Passengers to have opportunity to disembark at Skyline (5200'), Jacobs Ladder (4600') and Waumbek Station (3800'). Duration of trip to be approximately 2 hours. Daytime Operation: 8 AM to 4 PM / Nighttime Operation: 5 PM to 10 PM – Special Group Tours. ***Snowcat Skiing***: Skiers to unload at Waumbek Station 3800', Jacobs Ladder 4600' or Skyline 5200' / There will only be 1 snowcat operating for snowcat skiing with a maximum of 10 skiers per uphill ride. Hours of Operation: 8 AM to 4 PM. Skiers will be offered multiple trips up the mountain with the purchase of a day pass. If there is snowcat skiing booked for the day, there will be no snowcat tours. If all skiing guests arrive independently there could be an additional 10 vehicles visiting Marshfield Station. All skiers required to sign a Release of Liability, Waiver of Claims, Assumption of Risks, and Indemnity Agreement for Wilderness Activities and will be required to purchase a Hike Safe card issued by Fish and Game to support rescue efforts.



Reporter Paul Hayes coverage: "The Mount Washington Cog Railway will re-introduce downhill skiing for the first time in more than a decade. The Cog was granted site plan approval by the Coös County Planning Board on Wednesday to provide Snowcat skiing service beginning this season. They aim to run a 10-passenger Snowcat and transport skiers from the base area *(elevation 2,700 feet)* to the area of Jacob's Ladder *(4,600 feet)* on the west face of Mount Washington. The service would depend on natural snow. Skiable terrain would be in a right of way alongside the train tracks. Scheduling, pricing, and other details have not been determined. Cog Railway President Wayne Presby said the Snowcat service will likely start small. He suggested it would be refined and tested this season, with input from focus groups. "I may not even start this in earnest this winter. We may just run a few trips, get the bugs out of it," Presby said. The Cog previously ran a 'ski train' in the 2004-05 and 2005-06 seasons. It had a 70-passenger capacity and provided access to a mile of trackside skiing with full snowmaking between Waumbek Station *(elevation 4,000 feet)* and the base station. Following two seasons of the ski train, The Cog offered a scenic winter train in 2006-07, then halted winter operations for a dozen years. During that interlude, back-country skiers continued to use The Cog parking lot as a base-camp. It provides access to two primary routes to the summit (the Jewell and Ammonoosuc Ravine trails). The Cog resumed winter sightseeing train service last year, for the first time since 2007. They send biodiesel locomotives to Waumbek Station from Nov. 1 through April 21. Now, with Snowcat skiing, The Cog continues its push to be a year-round attraction. "It adds to the offerings that we have during the winter up here," Presby said. Plans for Snowcat skiing have been under consideration for some time, Presby said, but took a step forward when The Cog purchased a Pisten Bully 400 last year. Appearing before the Planning Board, Presby and corporate counsel Earl Duval said the Snowcat would service moderate terrain, which did not pose the same challenge — or safety risk — as nearby Tuckerman's Ravine. Even so, Snowcat skiers will be required to have Hike Safe Cards. In addition, the Snowcat will create a packed snow pathway, improving first responder access in the event of a medical emergency. Presby, who previously owned the Mt. Washington Hotel (now the Omni Mt. Washington Resort), and who purchased The Cog 38 years ago, said Snowcat







MWCR: "Bully for us!" Jonathan Hall: "No offense, but that's the type of bravado that can be misinterpreted as disrespecting the mountain. Love you all at The Cog, keep the coal fires burning, I know you've cleaned up a century worth of trackside junk. Rock on."
- Mt. Washington Cog Railway FB page

skiing was another way to tap into the state's $8.7 billion outdoor recreation industry. It caters to a different clientele than many North Country winter venues. Presby pointed to New Hampshire's lack of high-end skiing amenities and called the Snowcat service a step in that direction. "You go to any one of the big ski areas in Vermont, they're running 'Cat skiing trips up to these lodges, offering dinners, all kinds of higher-end type things. We don't offer that here, so we don't attract that crowd," Presby said. "Having owned the Mt. Washington Hotel, I'm in tune with what that market is. We're trying to do the same thing with the railroad."

- Caledonian Record - Fri, Dec 17, 2021 pg. A1 & A8



December 17th

Last Weekend Before Xmas: "Good Saturday morning Coggers, and can it really be the last weekend before Christmas? How did that happen? Regardless, we're staring down the barrel at a decent sized snowstorm on the horizon, so we're firing up the buggies for what looks to be some beautiful wintry trips up to Waumbek Station today and tomorrow. Santa will be here with Mrs. Claus for pictures with the kids both days! Speaking of pictures, if you've been thinking about picking up one of our souvenir rail sections for a stocking stuffer, paper weight or doorstop, our Photography Department manager, Tinah, kindly agreed to demonstrate its size and 2-3 pound heft *(left)*. Get yours in person here at Marshfield, or from our online Gift Shop... while supplies last. They're kind of a pain in the ash pan to cut and clean, so we don't know when we'll have time to make more! (For reference, Tinah is 5'3", a Sagittarius, and wears a size Small.)

- MWCR Facebook page - Sat, Dec 17, 2021

December 22nd

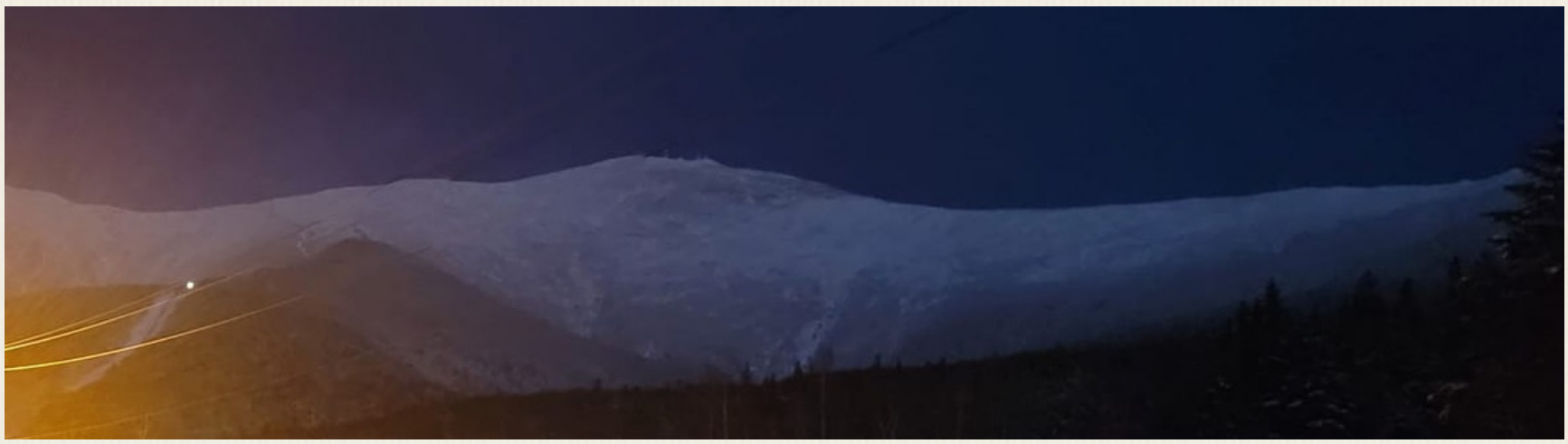
Franklin Pierce on Alumni Wayne's World: Writer Jana F. Brown"Wayne Presby, JD '82, has made a career of restoring beloved New Hampshire businesses to their former glory. The first time Wayne Presby, JD '82, rode up the Cog Railway, he noticed the tears in the canvas hoods that covered the coaches, the soot-covered engines (and engineers), and the cracked frames compromising the wooden trestles. He describes what he saw at the time as "scary and antiquated." But, on the way down, he made another observation. "I was looking down the hill at the ticket office and there was a line 200 feet long," Presby recalls. "And I'm sitting here looking at this place, saying to myself that this is not something you spend a year fixing up and try to sell it — this is a lifetime project. That line told me immediately that, despite all these drawbacks, there was a tremendous demand for the operation." Now, 39 years removed from that initial journey up the Cog, Presby has transformed the iconic New Hampshire tourist attraction (which remains one of only two mountain-climbing railroads operating in North America) into a must-see destination.



The business even attracted the attention of TV personality Jay Leno, who filmed a 2018 episode of *Jay Leno's Garage* that featured the Cog's distinct track system and its use of an alternative power source. In the past few years alone, Presby has overseen construction of a 34,000-square-foot maintenance facility, re-railed the entire line, which travels more than 6,000 feet to the summit of Mount Washington *(Ed. Note: change in elevation is about 4,000 feet - length of track is nearly 15,900 feet so it's unclear what this number is)*, and completed the custom design and building of the railway's seventh diesel locomotive (the eighth is expected within the next two years). In a nod to its heritage, the railway still operates two vintage, coal-fired steam engines, which make daily trips to the summit. "I'm just beginning to scratch the surface," Presby says of his work as owner and president of the Mount Washington Railway Company. Now a serial entrepreneur with a long record of success in his home state of New Hampshire, it's particularly notable that the Cog Railway represented Presby's first big business venture. He was only 26 when he purchased the railroad in 1983 with three partners from longtime owner Ellen Teague (Presby was the co-owner from 1986-2017, when he retained sole ownership). At the time, he was only one year removed from earning his JD at UNH Franklin Pierce. Presby had majored in English and history at unaffiliated Franklin Pierce College in

Rindge, New Hampshire, before pursuing an advanced degree. In applying to law school, he was aiming to improve his skills of negotiation so he could learn to effectively put deals together. He has certainly demonstrated an astute ability to do just that. In law school, Presby says he gained the most practical knowledge from the classes that focused on tax, corporate, and property law. Though he laughs about the fact that, these days, he tends to hire lawyers to help him manage larger projects, he is grateful that he speaks the same language as his attorneys and understands the nuances of the legal profession. "Having a law degree gives you such a broad background for all aspects of doing business," Presby says, "particularly for how to set up corporations and how to manage public offerings — those are critical skills." In addition to the Cog Railway, by 1997, Presby and his business partner, Joel Bedor, also owned and operated the Mount Washington Hotel and the nearby Bretton Woods golf courses and ski area (acquired between 1993 and 1997). Shortly after acquiring the hotel at an FDIC auction on June 26, 1991, it occurred to Presby that if the Mount Washington was to become a year-round operation, he must control the businesses that surrounded it. Restoration of the hotel property involved not only cosmetic changes, but a winterization process that included major upgrades to the heating system. But by that late 1990s, the hotel had become the largest resort in the Northeast. (Presby tells a great story of spending a night at the otherwise abandoned resort while it was undergoing renovations during a blizzard that was reminiscent of The Shining.) It is a point of pride for Presby that he has been able to play such a big role in restoring and enhancing iconic properties in his home state. He credits his determination to create successful ventures both to growing up in an entrepreneurial family (his father was a real estate developer as well) and to expanding his confidence to go along with his natural fortitude. "Having the law degree made it easier to find investors who wanted to get involved in those deals," he says. "Most of the things I have done have been New Hampshire icons, had a lot of history associated with them, and were very run down and dilapidated when I bought them. The thought of being able to turn those places around, restore them, and turn them back into the grand icons they had been at one time is what thrilled me." Along with his efforts to beautify some of the most well-known properties of the Granite State, Presby also has made significant contributions to environmental mitigation strategies in New Hampshire. In 2008, he co-founded White Mountain Biodiesel, which, for a time, was the largest biodiesel production facility in the Northeast. The idea of manufacturing diesel-powered trains to take visitors up the Cog was the impetus for the biodiesel company. Having fielded complaints from environmentalists who did not like the black smoke generated by the steam engines, Presby believed that building engines that ran on biodiesel would help to counteract the effects of the other trains. He also has been active over the years in supporting the efforts of the National Biodiesel Board, which advocates for clean-energy initiatives. "I told my partner at the time that, if we built the diesel engines and ran them on biodiesel," he recalls, "then people would be more accepting of the diesel locomotive and they would see that we were doing something





The Star of Waumbek shines down from above (left) with Mt. Washington in moonglow. (2021)
-Joshua Bishop photo

good for the environment." Today, the "lifetime project" that Presby took on in his first months out of law school is a thriving business that continues to grow. During the height of the COVID-19 pandemic, Presby lobbied Governor Chris Sununu's Economic Reopening Task Force for an increase in capacity on trains heading to the summit of Mount Washington. He also secured a $1.2 million loan for the now-completed track replacement project, which makes for a safer, smoother ascent for riders. While the pandemic resulted in an initial drop in business, Presby took that time to make the capital improvements necessary to reopen stronger than ever. In the process, he also has taken care of his employees, making sure the benefits package offered at the Cog Railway is among the best in the state. "What we are doing is not only creating jobs, but creating good, year-round jobs," Presby says. "I think the biggest satisfaction that I get out of any of these things is just the fact that here were these tremendous historical icons that were falling apart — on the brink of bankruptcy, and I have been able to successfully acquire them and bring them back. The most important thing in life is to have a job that challenges you and that you enjoy going to every day." *- Powerhouse Press alumni magazine (inaugural edition) of the UNH Franklin Pierce School of Law - Dec 2021 / Posted on Mt. Washington Cog Railway FB page on Mar 24, 2022 with the following notation: "Good afternoon Coggers! You may have read a thing or two in the press recently about our modest little railway, (Ed. note: Lizzie's Station/Hotel proposal) and we will have a lot more about that in the coming weeks and months. But with all the hubbub, you probably missed this profile of Wayne Presby in the UNH Franklin Pierce School of Law magazine. Give it a read, go to your corners, and come out commenting!"* ***Erich Kenison****: "That's who signed my checks 25 yrs ago..."*

December 27th

Waumbek Undercast: "Engineer Steve Allen just sent us something we don't see all that often: a different view! A gorgeous undercast below Waumbek Station this afternoon *(previous page)* looks like a brand new vista with the rebuilt Waumbek Tank and our holiday tree - thanks Steve!"

- MWCR Facebook page - Mon, Dec 27, 2021

December 30th

New Coach Being Finalized: "Good morning Coggers, and Happy New Year's Eve eve! We've been keeping this one mostly under the lid, but with 2021 coming to a close, we thought it would be a good time to unveil the newest addition *(next page)* to our fleet of rolling stock. This brand new passenger coach was once again designed and fabricated entirely on site by our coach shop crew, ably led by Master Carpenter and long-time Cogger Rob Maclay *(right)*. Rob's incredible craftsmanship and attention to detail is evident throughout, from the delicate framing around each window to the dramatic slatted wood ceiling and streamlined Brakeman's consoles. The coach retains its traditional styling, but includes modern upgrades like air brakes, glass walls with sliding doors at each end, and a wider up-mountain boarding deck. We're wrapping up the final stages of construction before slapping on a fresh coat of paint and livery. We'll keep those details to ourselves for a bit longer, but you'll see the newest addition to The Cog's family of equipment working the mountain beginning in 2022!" ***Susan Gummerus Presby***; "I love everything about the Cog but I have to admit the



Rob Maclay puts finishing touches to the window of the last car he would build (2021)
- Mt. Washington Cog Railway FB

coaches are my secret favorite. To see the craftsmanship that goes into each one is amazing. The next time you come visit the Cog take an extra minute to really look at the your coach inside and out. Let's appreciate craftsmanship at its best."

- MWCR Facebook page - Thu, Dec 30, 2021



2022

January 3rd

Mt. Washington Climate: "A new analysis of meteorological data collected atop the Northeast's highest peak is shedding light on how climate change is playing out in the mountains. Georgia Murray, a staff scientist at the Appalachian Mountain Club, says a shortage of data remains a challenge to understanding climate change on mountains, but fortunately the Mount Washington Observatory has maintained an extensive and continuous record. She recently published a study analyzing data from the last 15 years from both the observatory's summit weather station and nearby Pinkham Notch. Past research showed that Mount Washington's summit had not tipped toward a significant warming trend in contrast to the rates of change at lower elevations. But the recent data show that statistically significant warming is in fact taking place at both Mount Washington's summit and Pinkham Notch"

- AP story in Caledonian Record - Mon, Jan 3, 2022 pg A6

January 7th

Mt. Washington Commission: "Next meeting, now scheduled for Friday, Jan 7th at the North Conway Community Center at 9 a.m. "Given the input received *(about the impending winter storm)*, I think it is best to postpone this Friday's meeting. Would Friday, January 21 work for folks? Director Bryce has graciously offered the administrative office of Franconia Notch State Park. That is a much more certain location during ski season. Thank you and sorry for the aggravation. Jeb Bradley"

- Email Wednesday, January 5, 2022 at 3:31 PM

January 8th

Blowin' Snow: "Good Saturday morning, Coggers! We had a bit of snow up here yesterday, so trainmaster Andy and engineer Steve hopped on M7 to clear the tracks from the shop up to the boarding platforms and the river. As they did, mechanical engineer Caleb carefully monitored the locomotive programming and the performance of the snowblower. Caleb shot this video for us, and reported enthusiastically that "the thing wants more snow!" ***Jon VanApeldoorn:*** "Is M-7 the dedicated snow engine or can any diesel use it?" ***Andy X Vanguard***: "Jon - both the M-6 and the M-7 are set up to run it currently."

January 15th

Trainmaster Andy: "The role of Train Master *(next page)* at the Cog Railway requires a diverse skill set– obviously a sophisticated understanding of the railway, our equipment and infrastructure is absolutely funda-



mental. But so is an empathic, almost psychotherapeutic approach to managing the strengths, quirks and idiosyncrasies of our extraordinarily talented team. It takes a keen organizational mind, one that can compartmentalize and resolve the laundry list of challenges that pop up unannounced on a daily basis, often at the same time (all you female Coggers out there understand this as "multitasking" and are probably rolling your eyes and going "duh" right about now). Complicating all of this is the realization that, as Train Master, one is in charge of a complex operation smack-dab in the middle of one of the harshest environments on the planet. Especially this time of year, foresight, preparation, and a grudging respect for Mother Nature's fickle fury is paramount. Even so, Andy *(right)* forgot his jacket yesterday." ***Art Poltrack;*** "I've often wondered about young Andrew." ***Phil Beroney:*** "No brain no headache... Lol sorry Andy X Vanguard." ***Nancy Flippen:*** "And probably his mittens, too!" ***Kathy Westgate-Roy:*** "It's a "Man Thing"!!! ***Andy X Vanguard:*** "Hey I ain't no scarecrow!" ***Wendy Odette***: "A friend's father was once serving in this capacity and was more than distracted when a beautiful Baltimore socialite was on board! They were married nit long after that ride." ***Jay Perreault***: "That which doesn't kill you makes you stronger. -10º will kill you."

- Mt. Washington Cog Railway FB page



MWCR: *"Not a bad view (above) from the office window at the end of a very busy, VERY COLD Saturday ! (1/15) See you tomorrow, Coggers, and don't forget your union suits!"* ***Lorna Colquhoun:*** *Awaiting some killer alpenglow (right). -5 degrees" (2022)*

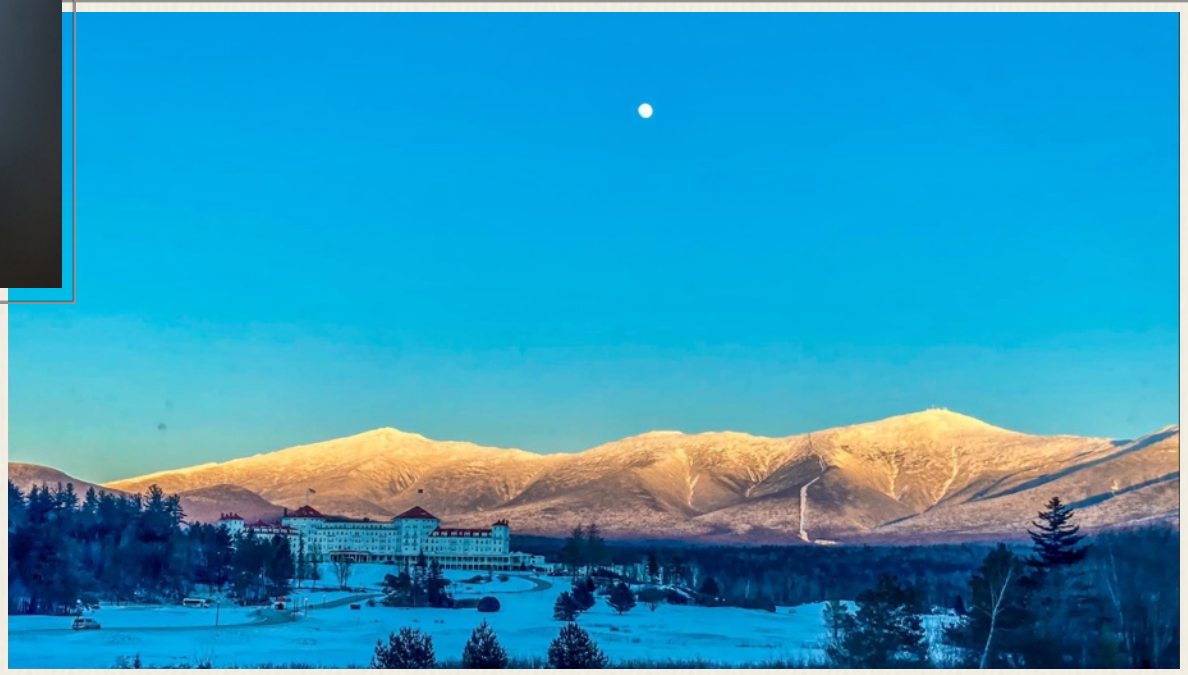
- Mt. Washington Cog Railway FB page / Bretton Woods, New Hampshire FB page

January 19th

Coös County Planning Board: "The meeting scheduled for Wednesday, January 19, 2022 at 6pm in Lancaster NH has been cancelled *(as of January 18, 2022 - 10:13am).* A new meeting date is to be determined." Agenda for the meeting included: "Ratification of Zoning Permits: Mt. Washington Railway Company / PD6 Conditional Use Permit."

January 21st

Mt. Washington Commission: "Next meeting, now scheduled for Friday, Jan. 21, 2022 at the administrative offices of the Franconia Notch



State Park." ***Cog Clatter report:*** "Members of the Mount Washington Committee left their meeting Friday with a homework assignment. Five hundred words – a single sheet of bullet points outlining what they want the summit of Mount Washington to look like "in the foreseeable future." The exercise an effort to jump-start a master planning process they hope will produce a final document by the end of the year some forty-one years late. The last 10-year Master Plan for the summit of New England's highest peak was adopted in 1970. A new draft Master Plan outlined eleven years ago was never adopted. The Commission found itself using its meetings to deal with immediate operational problems facing the popular 60-acre Mount Washington State Park, like building maintenance, water supply, and sewage disposal as hundreds of thousands of people visited the Summit each year either by hiking the

2022

Appalachian Mountain Club's trails, driving the Auto Road, or riding the Cog Railway in order to see the view, visit the Mt. Washington Observatory housed in the state-owned Sherman Adams building that opened shortly after the replacement of the 1970 Master Plan was due. The routes to the top cross through the White Mountain National Forest and the 6,288-foot peak also has transmitting facilities for both private and government broadcast operations. All those parties must agree on a new plan. That has been thwarted for years due to competing interests, and disputes over side deals between the parties. Last fall, the Commission engaged a group of Harvard Law School students to jump-start the master planning process by reviewing the situation and making recommendations on how to move forward. Friday's homework assignment to describe each party's vision of Mt. Washington's future begins that process. The Commission hopes to find an independent, volunteer facilitator/mediator to help guide the process. They're looking for a high profile, practical person with skills to wrangle the group into completing a master plan because Mount Washington is a "significant resource" for the state and region. The homework, due February 11th, is designed to help define common goals to give scope and structure to the work ahead. The public will see those documents and be able to weigh-in on the process – especially during the summer season when tourists crowd the Summit. The carrying capacity of the mountaintop has been a constant issue. Some Commission members, like Auto Road representative Howie Wemyss suggested setting a visitor limit first would help bring the Master Plan into focus. Cog Railway president Wayne Presby said, "I try to limit my capacity by raising my prices." New Hampshire's Natural Resources Commissioner Stewart and Commission chair state senator Jeb Bradley said finding a common vision for the summit would help settle the carrying capacity issue. Other members suggested looking at how Mount Katahdin in Maine maintains the quality of its visitor experience by limiting access for ideas. The Commission will review the "homework" at its next meeting on February 25th at the Cog Railway's new maintenance shop facility. The planning effort will continue on March 25th at the Appalachian Mountain Club's Highland Center. During partner reports Donna Dunn of the Mt. Washington Observatory said the group has successfully kept "Covid off the Mountain" through it's safety protocols for its observers, and it demonstrated to the organization's new communications director that the Obs web infrastructure needs to be beefed up when the picture of a sunrise, a fork, and a plate of very cold spaghetti *(left)* went viral and blew up on the internet. Dunn said the overnight observer was having some spaghetti for his end of shift morning meal and decided to take some noodles outdoors. She says it took about 15 minutes for the pasta freeze with the fork in place, but the picture was red hot. It appeared on network television morning shows as well as local stations across the country and was shared over 9,600 times on Facebook. The demand crushed the Obs I-T infrastructure, but the non-profit group figured the publicity was well worth it.



Mt Washington Observatory: *"One of our Observers found a protected area out of the 65+ mph winds this morning and was going to have some leftover spaghetti for breakfast at sunrise but the -30F (-34C) temperatures prevented them from even taking a bite." (2022)*
- Mt. Washington Observatory FB page

Edith Tucker report: "All 10 members of the 12-member advisory Mount Washington Commission on hand at its meeting last Friday at Franconia Notch State Park's headquarters were very enthusiastic about the fall 2021 master planning report prepared by the Harvard Negotiation and Mediation. This was the first commission meeting since the three Harvard Law School students working under clinical supervisor Professor Rachel Viscomi turned in their 33-page-plus report, based on 17 commission member and other stakeholder interviews, two commission workshops, and two days visiting the 6,288-foot summit in the 60.3-acre Mount Washington State Park. By the meeting's end, state Sen. Jeb Bradley (R-Wolfeboro), who chairs the commission, had not only given a specific homework assignment to all commission members but also opened up this opportunity to N.H. residents and visitors. Earlier, the chairman had asked meeting participants to focus on the six topics listed



Mt. Washington Commission chairman Sen. Jeb Bradley (2nd from left) set an open, inclusive tone at the advisory committee meeting at the Franconia State Park headquarters. As part of the master planning process now underway, he reached out to the public, offering them the same opportunity as the 12 Commission members to email — in bullet-points — how they envision what the summit could be in the future. (2022)
- Photo: Edith Tucker / Berlin & Conway Daily Sun

in the report that a master plan must include by state statute: "capital improvements to be made over the 10-year period; proposed operation of the summit, including fees for 'facilities operated by the commission,' personnel, and franchise agreements; promotion of the summit as a 'recreational, historic and scientific' attraction; protection of the unique flora and natural resources of the summit; negotiation of public rights of way; and cooperative arrangements between private interests and the commission, such as the collection of fees, joint personnel or any similar subject." The Harvard report points out: "In short, the master plan must outline a vision for the summit over a 10-year period and recognize its importance as a multi-use area as well as a unique natural environment. The plan is not limited to infrastructure; instead, the statute makes clear that how members of the commission relate — how they cooperate, negotiate, and operate the summit — is just as important." Bradley's assignment, designed to kick-start a yearlong master planning process that likely includes monthly commission meetings focused on developing a master plan, is to write a single page of bullet points that describe his or her vision for the summit in the foreseeable future. This exercise will help determine goals for the summit that "will work for all of us," said Cog President Wayne Presby of Littleton. Both Presby and Chris Thayer of Sugar Hill, who represents the Appalachian Mountain Club, recommended that all commission members and stakeholders read the reports and documents written in the past that are available on the commission's website. These one-page responses will be public documents and must be signed before being sent electronically by Feb. 4 to the commission clerk to torene.k.tango-lowy@dncr.nh.gov. Members of the public who would like to offer their opinions should use the same address. Commission members readily agreed that finding a facilitator with the appropriate skill set would be key to the effort's success, which N.H. Parks and Recreation Director Phil Bryce characterized as having "a really strong, cohesive commission going forward." Everyone agreed that the team-building exercises designed to build trust and collegiality, used by the Harvard students and supervisor had been particularly successful. In 2010, the commission developed a draft master plan but ended up not submitting it to the governor and Executive Council for approval, apparently due to a lack of "buy-in." The last and only master plan was written and approved over 50 years ago in 1970. Tensions have grown over the past few years, and commission members agree they would like to resolve them. Some interviewees told the Harvard report writers they would like to consider including a "dispute resolution" provision in the master plan to provide a procedure to follow when contentious internal disputes arise. Other commission members on hand at the meeting included: Department of Natural and Cultural Resources Commissioner Sarah Stewart; vice chair Ed Bergeron of North Conway who founded HEB Engineers; WMNF Supervisor Derek Ibarguen; public member and for-

mer state rep. Paul Ingersoll of Berlin; attorney Jack Middleton of Freedom, representing the Mount Washington Observatory; Tobey Reichert of Gorham, representing the Auto Road; and Drew Scamman of Townsquare Media, representing the various communications interests on the summit. Rep. Karen Umberger (R-Conway) was not present because of a conflicting Fiscal Committee meeting, and public committee member Paul Fitzgerald of Laconia was also absent. Both former Auto Road general manager Howie Wemyss of Randolph and Cog Railway Assistant General Manager Ryan Presby of Franconia were on hand. The commission's next meeting is scheduled at 9:30 a.m. on Friday, Feb. 25, at the Cog Railway's new maintenance facility, located off the Base Road. The commission's following meeting is scheduled at 9:30 a.m. on Friday, March 25, at the AMC Highland Center on Route 302 at the top of Crawford Notch.

- Berlin (NH) Daily Sun - Mon, Jan 24, 2022

January 26th

Staycation USA: "The Granite State had a record-breaking summer tourism season *(2021)* as COVID-19 stopped many Americans from visiting foreign countries, according to state officials. The state continues to be known for year-round outdoor recreation, and tourism officials expect a strong showing this winter. The summer drew 4.4 million visitors, a 21% increase from 2019. Spending topped $2.1 billion, a 5% increase, according to reports from the Division of Travel and Tourism Development. Reports show a record 12.8 million visitors brought $5.5 billion in spending for the fiscal year that ended in June. The Mount Washington Cog Railway, one of the best-known tourist attractions in the White Mountains, reported a stronger summer than expected. "We were sold out pretty much all summer all the way through the fall," said Rob Arey, The Cog's marketing director. "We couldn't really do much better than that." Unlike past summers, most visitors came from New England and New York. "Normally, we see people all the way from Pennsylvania and the Carolinas," Arey said. "This year they were a little closer." The Canadian border remained closed for the entire summer season. New Hampshire spent $2.4 million in marketing in the past four years on spring/summer tourism. The return on investment for each $1 spent was $197. All seven regions of the state reported an increase in visitor spending over 2019, according to a news release. Mike Somers, CEO and president of the New Hampshire Lodging and Restaurant Association, said the state still has a long way to go to recover from the pandemic. "Were it not for workforce shortages and supply chain issues, New Hampshire's hospitality businesses would have prospered even more during this summer's record-breaking season," he said in a statement. With the Canadian border open, next summer also could break records. Last winter, visitors spent $1 billion, nearly reaching the pre-pandemic total of $1.2 billion in 2019. Total trips of 2.7 million were just shy of 2020's 2.9 million, according to the news release. The Cog Railway operates throughout the winter but does not go all the way to the summit. The primary destination is Waumbek Station, at an elevation of 4,000 feet. Passengers spend about 25 minutes enjoying hot refreshments and a fire pit during winter treks. The Cog already is planning for another busy summer season, though the pandemic still brings uncertainty. "We are looking at re-expanding our advertising reach back down into those lower Atlantic states," Arey said."

- New Hampshire Union Leader - Wed, Jan 26, 2022



MWCR: *"Out the Door: Andy says, "Lead, follow, or get out of the way!" Be like Andy. Especially the last part." (2022)*

- Mt. Washington Cog Railway FB page

The Pisten Bully Tease is Over: "Good morning Coggers! If you've been following along, you know we've been teasing you with glimpses of the newest addition to our fleet of maintenance-of-way equipment. So here's the big reveal... it's a new Pisten Bully 400 Snow Groomer! *(next page)* With its 450hp, 6-cylinder Cummins power plant and 12-way blade, this puppy is born to climb a mountain while pushing through mountains of snow. We've been out grooming the service road alongside our tracks up to Waumbek and above, as well as the on-site access to hundreds of miles of snowmobile trails winding through the forests of Northern New Hampshire. And lookie there– if you're thinking that appears to be a comfortable 10-passenger cabin bolted down on the back, you'd be thinking correctly! If you're thinking that means we might be getting ready to offer a thrilling new way to experience Mount Washington in the winter, well, stay tuned here, and maybe say a little prayer to the snow gods in the meantime!" *- MWCR Facebook page - Wed, Jan 26, 2022*



January 29th-30th

Hobby Show "We are up and running at the big Railroad Hobby Show in Springfield, MA, today *(right)* and tomorrow! And yes, it's snowing, so if you do venture out here from some of the milder edges of the storm, drive carefully. They will be honoring Saturday tickets tomorrow, due to the storm."

- MWCR Facebook page / Sean Levine photo



January 30th

Architectural Quilting: " Check this out, Coggers, from a nice woman named Susan. She recently took an online class in creating architectural quilts, and chose to do the Cog Railway instead of a building. Here is her rendition in the form of a wall hanging. So Susan, are you taking orders? And if so, can you crank out a hundred or so for the Gift Shop? ***Huston Jacobs:*** "Should be a steam locomotive in that painting!"



- MWCR Facebook page

February 9th

Bedor's Adair Plan Advances: "One year after the Bethlehem Planning Board heard a conceptual for more than 40 condominium-cottages proposed

for 200 acres at Adair Country Inn and Restaurant, the property owner and project partners went back before the board with the design and are expected to soon submit a formal site plan application. On Feb. 9, planners met for the design review phase of the project that is being advanced by Adair Inn owners Joel and Cathy Bedor, project engineer Steven Keach, of the Bedford, N.H.-based Keach Nordstrom Associates, and Badger Peabody and Smith realtors. If all goes well, work could begin after mud season this year, they said. During the course of multiple development phases, the complex would be made into a 43-cottage community featuring walking, snowshoeing, and cross-country ski trails linked to each unit and set on 140 acres of Adair property, said Keach, according to the draft meeting minutes obtained Tuesday *(2/15)*. The cottages — described as high-end prefabricated structures beginning in the low $400,000 price range — will be located on the westerly side of the property and accessed via Route 302 and Guider Lane, a town-maintained road that goes to Adair Inn. There will be an issue with the New Hampshire Department of Transportation regarding the Guider Lane entrance, he said. The development team will reach out to Bethlehem Road Agent Brett Jackson, and because Guider Lane is a dead-end road, Bethlehem Fire Chief Jack Anderson will be contacted regarding his thoughts on the road configuration and public safety. In her report to town planners, community planning consultant Tara Bamford noted a requirement to identify a right-of-way, a fire chief review, and coordination with DOT and Jackson on Guider Lane and Route 302. Subdivision regulations allow the planning board to require the applicant to pay for any improvements to the intersection at Guider Lane and Route 302 that would be required as part of the development, said Bamford."

- Caledonian Record - Wed. Feb 16, 2022 pg. B8

February 10th

New Repair Van: "Good morning Coggers – is there a doctor in the house? You bet there is, and ours even makes house calls! Introducing TrainMD, the Cog's new mobile maintenance vehicle! It's chock full of all the tools and equipment necessary to make routine repairs to our locomotives and coaches right at the platforms. That means our shop crew can now come to the train, instead of the other way around. Give a toot and a wave if you see us out on a supply run! ***Krissy Newton:*** "I bet the shop guys will appreciate this much more than the 6 wheelers!" ***Matthew J. Littlefield:*** "I'm confused... Isn't the "shop" just below the station? So the vehicle can go to the Base Station, just up the hill and to the summit via the auto road from the other side of the Mt. Idk how you operate, but wouldn't it be more ideal to build a service car like a small cog rail speeder instead of a car?" *- MWCR Facebook page - Thu, Feb 10, 2022*



February 11th

Canuck Discounts/Cog Mentioned: "Hands across the border is a real thing. The Canada-U.S. land border reopened toward the end of 2021 after a historic closure, and some of New Hampshire's Mt. Washington Valley getaways are reaching out with discounts, perfect for skiing and tax-free shopping. Attitash Mountain Village and the White Mountain Hotel & Resort are offering Canadians 22 per cent off regular rates for Sunday-to-Thursday visits, for a limited time. The magnificent Mt. Washington Valley is superlative for all snow sports. In summer, the region is about hiking and exceptional attractions such as the Cog Railway, which is an awesome ride upward through four climate zones to the towering summit of Mt. Washington..."

- Montreal Gazette - Fri, Feb 11, 2022

February 16th

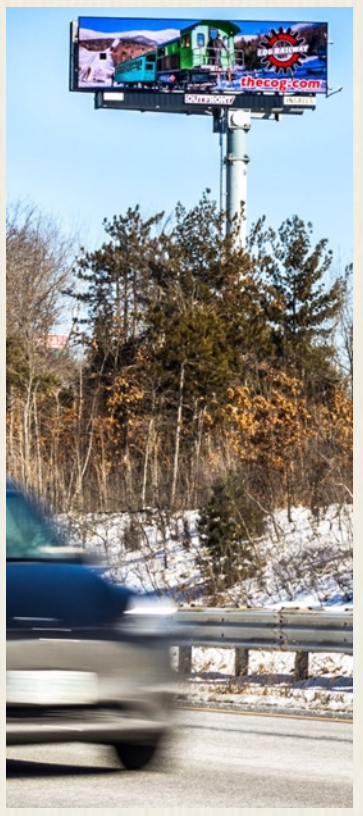
Bluebird Day: Caitlin Farrar writes for the White Mountains Attractions Association: "On a recent bluebird day, the marketing crew at White Mountain Attractions decided to celebrate the winter season aboard the Mount Washington Cog Railway and take a trip to Waumbek Station. Yes, that's right – it runs in the winter! With snow pants on, cameras ready, and nary a cloud in the sky, we had high expectations for our jaunt on the



world's first cog railway (affectionately dubbed the "railway to the moon"). The trip departs from Marshfield Base Station which is just off of Route 302... From there, it's approximately 10 scenic minutes to the base station. During your drive, take note of the tallest visible peak – that's Mount Washington, and you will be ascending it shortly! No matter the season, we highly recommend booking your tickets for the Cog Railway in advance. This popular experience sells out quickly, especially on weekends and holidays. To either pick up or purchase your tickets, head to the lower level of the base station. Tickets in hand, it's time to head out to the platform and board your brightly hued ride for the day. We adore the meticulously maintained interiors of each train. Expect polished wood, ingenious benches built to accommodate the average 25% grade going both up and down, and plenty of windows for picture taking. After a cheerful whistle to mark the start of our journey, the Cog begins its ascent of Mount Washington. During the winter months, the train runs to Waumbek Station (4,000' elevation), a rustic stop picturesquely perched on one of the mountain's snowy alpine meadows. Along the way, a Cog Railway brakeman will narrate your fifteen minute trip complete with historical facts, animal spotting, and tales of the infamous "Devil's Shingle." Once the train stops at Waumbek Station, visitors can spend the next 25 minutes cooking s'mores over a mountainside fire pit, drink hot cocoa or coffee while admiring the view, or snuggle up in a warming hut after rolling around in the pristine snow. It's Mount Washington like you've never experienced before, and quite frankly, we're in love. If you're lucky enough during your time at Waumbek, you just might meet some hardy snowshoers or skiiers headed up the mountain. We took a few minutes to chat with a family group before getting on the train for the ride back down, and once aboard, marveled at their endurance as well as our wind-whipped cheeks, rosy with winter's cold. Once we arrived back at Marshfield Base Station, we took a few minutes to explore the Cog's small yet informative museum. Here, you can learn a bit more about the history of this mountainous marvel and also have the chance to sit atop a Devil's Shingle of your own. Perched atop this tiny contraption, we were reminded once again that a little bit of daring and a whole lot of imagination can lead to some truly marvelous adventures. Ready to plan your own adventure? Take a look at some of our other winter trip ideas. We think a trip to the Cog, plus a day skiing at Bretton Woods, dining at the Omni Mount Washington Resort, or grabbing a beer at Rek'-lkis Brewing Co. in Bethlehem, would make for one heck of an outing!" *- White Mountains Association press release - Wed, Feb 16, 2022 /* *www.visitwhitemountains.com/blog/post/lets-take-a-ride-up-the-cog-railwayin-winter/*



Working for S'more Tourists: *Freelance photographer Colleen Eliason captures the aspects of "coolness" of an early morning run up to Waumbek Station for a press release. (2022)*
- Photo by Colleen Eliason / White Mtns Attractions Assn



February 24th

Roadside Video Billboard: "Good morning Coggers! If you're planning on heading up this way within the next few days with (or without) your school-breakers, you're in luck! We're anticipating a moderate snowstorm blowing in overnight and throughout the day Friday that should leave most of the state under a beautiful blanket of white. And if you're coming up from south of the border on I-93, be sure to wave to Eggy smiling down at you from our big new billboard *(right & next page)* near



exit 45 north in Methuen! BTW, we're trying to decide if that's a dead pixel or the black obelisk from 2001: A Space Odyssey standing ominously alongside our tracks. Our money's on the latter, what with everything else that's been going on in the world recently!

- Mt Washington Cog Railway FB page - Feb 24, 2022 - 11:00 am

February 24th

Mt. Washington Commission Delayed: "Next meeting scheduled for Friday, Feb. 25, 2022 at the new maintenance facility at the Mount Washington Cog Railway at 9:30 a.m." / Chair Jeb Bradley: "Given the large snowstorm forecast for Friday, I am canceling tomorrow's *(2/25)* meeting of the Mount Washington Commission. I would like to reschedule the meeting to March 4th. Attached for your review in advance of the meeting are the Agenda, Minutes, Vision Summary and Vision papers. Please plan for an all-day meeting to continue work on the summit master plan. You may recall from the last MWC meeting that Allen Brooks, counsel to the MWC, offered to help analyze and summarize the Vision comments. Thank you, Allen! Attached is his Summary of Comments for Mt Washington Management Plan (see Vo. 4 Appendix: 21st Century Master Plan?). I spoke with Governor Lynch a few days ago and unfortunately he cannot facilitate the discussions of the Commission. In the absence of a facilitator for this (next meeting), we should discuss the individual documents and summary provided by Mr Brooks. I believe we can make significant progress. I look forward to seeing you on Friday. Thanks Very Much. - Jeb"



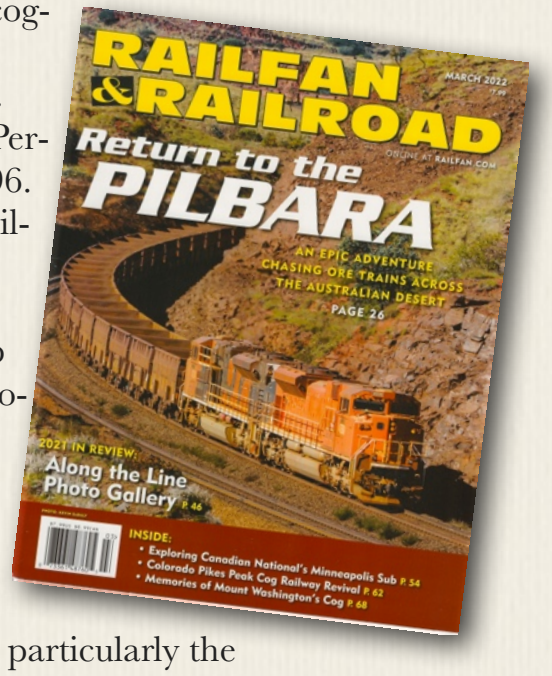
March 3rd

Getting Higher: "Good morning Coggers! The snow has been falling, and that means the Snow Cat is running, today through Saturday! If you're an intermediate/advanced skier or snowboarder, you can start your exciting backcountry run at Jacob's Ladder, the steepest railroad trestle in the world, (and the second highest) at 4725'. That's far above where we take our winter passenger trains! Schedule, tickets and much more at thecog.com

- Mt Washington Cog Railway FB page - Mar 3, 2022

March

1996 Revisited by Railfan Magazine Associate Editor Justin Franz: "In October 1996, my dad said he had a surprise for me. We were on a weekend trip to New Hampshire and Vermont, had just finished shooting St. Lawrence & Atlantic's road freight from Island Pond, Vt., and were heading south toward Crawford Notch to shoot Conway Scenic Railroad's newly repainted FP9 locomotives. As we drove down Route 3, I tried to guess what this surprise would be, listing literally every railroad operation I could think of in a six-state, two-province radius. Green Mountain? New England Central? Hobo Railroad? What mystery railroad is he talking about? It's been more than 25 years now since that fall afternoon, but I doubt I correctly guessed what we were going to see until we turned onto Base Station Road in Fabyan. Mount Washington Cog Railway was the original tourist railroad. The same year a golden spike was hammered in place in the desert of Utah to complete the first transcontinental railroad, a New Hampshire entrepreneur names Sylvester Marsh was putting the finishing touches on a new railroad to the Summit of the northeast's tallest peak, 6,288-foot Mount Washington. Marsh had come up with the harebrained idea to build a railroad up the side of a mountain some ~~17~~ years *(Ed. Note: actually 12 years)* earlier when he got lost near the summit in ~~1852~~ *(Ed note: Historian Robert W. Bermudes has tracked down records dating Marsh's hike to August 24, 1877 – see "'Crazy Man" Sylvester Marsh and the Origins of the Mount Washington Railway by Robert W. Bermudes Jr. - Historical New Hampshire. Vol. 72, No. 2 (Fall 2019)* (Marsh was one of the lucky ones; since 1849, when records started being kept, more than 160 people have died on the mountain). People thought Marsh was crazy - and at least one famously said he should keep building to the moon - but the industrious inventor was undeterred, and he eventually came up with an effective solution using a cog-and-rack system. It was the world's first mountain-climbing cog railway. While the Mount Washington Cog - known simply as "The Cog" to locals - was a spectacular engineering achievement (one recognized by the American Society of Mechanical Engineers), it really didn't serve much of a purpose beyond ferrying well-to-do tourists to the top of a mountain. In some ways, The Cog was nothing more than an elaborate amusement ride. Perhaps that's why it wasn't one of my many guesses that October afternoon in 1996. Perhaps the ignorant and misguided opinion that a cog railway wasn't a "real railroad" had already permeated into that young railfan's mind. But boy, was that kid wrong. And it became obvious as we walked around Base Station watching The Cog's ancient 0-4-4-0 steam locomotives shuffle into position for the trip up the mountain. I was in second grade at the time of this visit, and The Cog's locomotives looked like something a second grader would draw on a piece of construction paper. On flat ground, the boiler angles down at about 15 degrees to keep the water inside level while climbing the hill with an average grade of 25 percent (maxing out at 37 percent at a spot called "Jacob's Ladder" about two-thirds of the way up). On either end of the angled boiler is what looks like an unnecessarily tall smokestack and an unnecessarily large cab, although the crew, particularly the fireman who needs to shovel coal for an hour, would probably disagree. Under the boiler and cab is a mess of piping, cylinders, rods, and wheels. Somewhere in that mess, out of sight of the casual viewer, is the cogwheel that's doing all the work, muscling the little train up the hill. Behind the locomotive is a tender, although by itself it would be easy to mistake for an old-timey mine cart. Moving around the yard, the locomotives sound like they're dragging tin cans behind the tender as if the occupants in the cab just got married. Sure, there's the familiar hiss of a steam locomotive, but the most apparent noise is the cog chewing through the rack *(Ed. note: actually the ratchet gear)* between the rails like a cartoon clang played at 10 times the normal speed - over and over and over again. Graceful these machines are not.



But it's when those peculiar little locomotives nose up to their train, always a single passenger car, that the real show begins. With two quick blasts of the whistle, the small engine leans into the coach like a linebacker trying to shove a tackling dummy uphill. The clang of the cog *(ratchet)* fades into oblivion as the locomotive roars to life in a deafening symphony of steam and power. Close your eyes and it might be a Union Pacific 4000-class lugging a 100-car reefer train up Sherman Hill at the height of the steam era, or a New York Central Hudson screaming along its namesake river with the 20th Century Limited. Whatever is the greatest, most spectacular steam-powered spectacle you can think of, that's what it sounds like. But open your eyes again and it's that bizarre little steam locomotive that looks like it was drawn by a second grader crawling uphill at the breakneck speed of 2.8 miles per hour. After watching one train depart Base Station, I knew that this was real railroading.



No. 9 Waumbek, crosses the Ammonoosuc River near Base Station on July 31, 2010. Waumbek is one of only two steamers still in operation on the railroad today. (2010)
- Photo by Justin Franz / Railfan Magazine

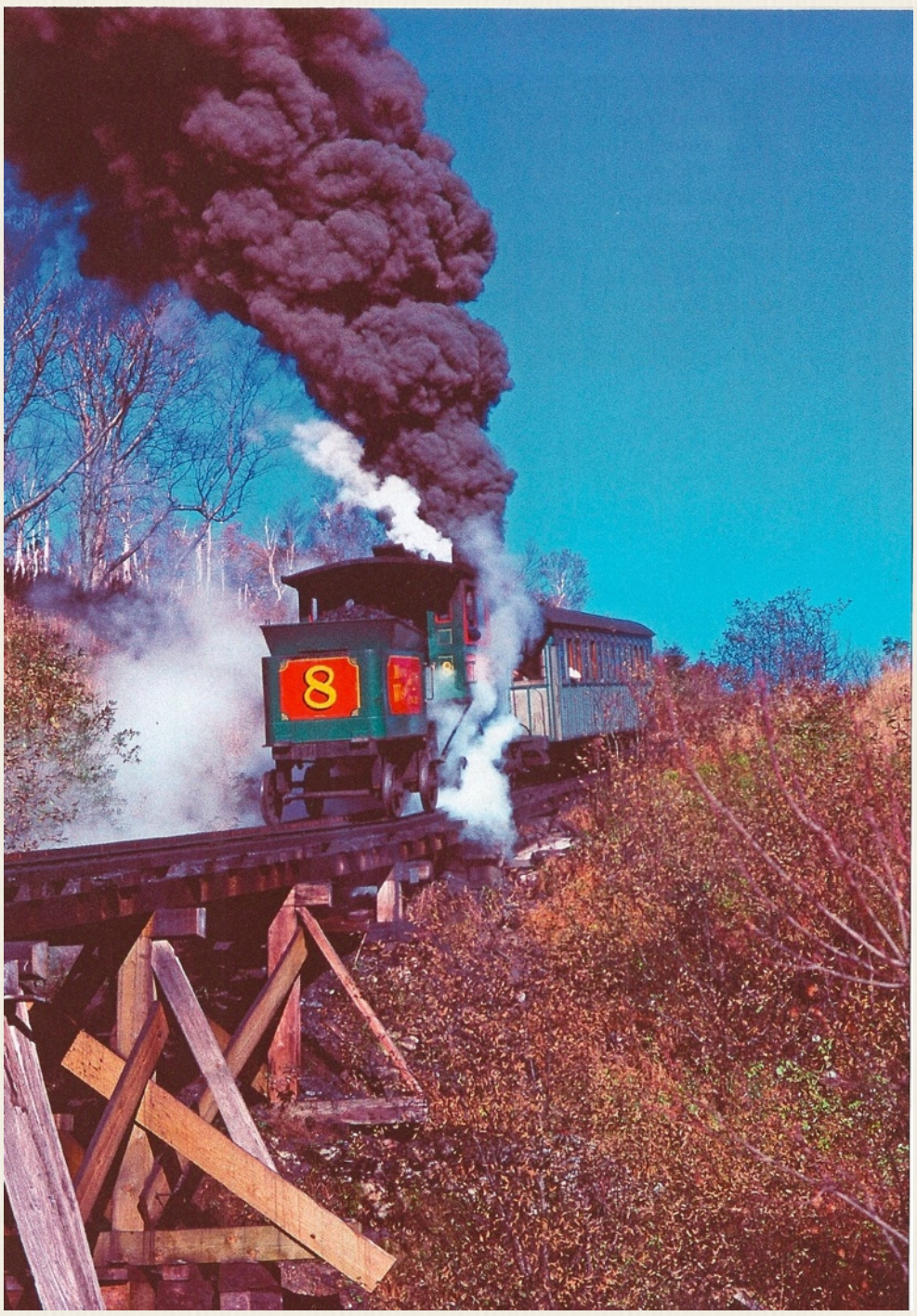
Return to The Cog: In the late 1990s and early 2000s, this performance occurred hourly in the spring and summer, and sometimes even more during foliage season when two trains would head uphill at the same time. Our first visit in 1996 would be brief, but a few years later, in 2002, we were back. We were up early for the drive to Pinkham Notch where we turned onto the Mount Washington Auto Road (not only does the toll fee get you access to the road but you get your very own "This Car Climbed Mount Washington" bumper sticker) for the 7.6-mile drive to the summit. Up on top of the "Rock Pile" (a popular nickname for the mountain that makes perfect sense once you stray from the pavement), frost covered the landscape, but the action was already heating up a few hundred feet down the west slope at Skyline Switch. After parking our car and grabbing our cameras and a sack lunch, we gingerly started walking down the mountain, getting to Skyline (elevation 5,500 feet above sea level) just before a summit-bound train roared past two downbound trains. Over the next six or so hours, we'd shoot six different locomotives on nine upbound and eight downbound trains, many of them running with second sections.

Mount Washington is known for being home to some of the worst weather on earth - it holds the Northern Hemisphere and Western Hemisphere records for fastest measured surface wind at 231 miles per hour, and during one 71-hour stretch in January 2004, the temperature never got above minus 50 degrees. Over the years, I've personally experienced plenty of wind and rain on the mountain, but this was not one of those days. Instead, the only clouds in the sky were cinder-laden plumes of thick, black coal smoke. Those clouds also delivered an important lesson about photographing steam railroads - be sure to wait until after the cinder shower has passed before changing lenses or film. Hikers and locals often call the smoke "Cog Smog," and the railroad's smoke-belching locomotives have been a source of criticism. Over the years, some Appalachian Trail hikers have come up with a unique form of protesting the railway by dropping their drawers and mooning the passing trains (although some say it's merely a cheeky joke to honor the "Railway to the Moon"). Not everyone thinks it's funny though; in a 2007 sting operation, the U.S. Forest Service posted an undercover ranger on some trains and issued citations for public nudity or disorderly conduct. In 1972, not long after the U.S. Environmental Protection Agency was created, the New Hampshire Air Pollution Control Commission issued a cease-and-desist order telling the railroad that it needed to stop using coal-burning steam locomotives within 60 days. The railroad protested, stating that they would be unable to run if they couldn't burn coal. "We're not polluting any more now than we were 50 years ago," General Manager Paul C. Dunn told a reporter with the Associated Press. "I hope the people of New Hampshire will be reasonable about this. The cog railway is quite an important part of the economic in the North Country." While many had complained about the smog over the years, the backlash against the pollution commission was swift; soon editorial pages from Nashua to North Conway began to fill with letters of support for the railway. "Really the pollution by these locomotives is negligible," wrote Dr. Charles B. Bailey in the Portsmouth Herald. "I am of the opinion that a considerable part of the attraction of the Cog Railway is the steam engine itself. In a time when steam locomotives are a memory only to the older generation and not even a memory to the younger set it seems a great pity to regulate these out of existence." Another writer asked, "Who wants to ride in front of a stinky diesel?" Not long after, the state legislature passed a law exempting The Cog from having to comply with the government's air quality standards. But the railway's owners were always cognizant of its environmental impact, and that came to a head in 2008 with the introduction of its first diesel. Locomotive M-1 (named *Wajo Nanatasis*, which means *"Mountain Hummingbird"* in the Abenaki native language) was designed by mechanical engineer Al LaPrade and general manager Char-

ley Kenison and built on-site at The Cog's shop. The locomotive is powered with a 600-hp John Deere marine engine and runs on bio-diesel. After the success of that first model, the railroad started to build more, and in 2022 it now has seven diesel locomotives. Those "stinky diesels" had finally taken over. With the arrival of the diesel locomotives, many of the steam locomotives were unceremoniously pushed to the deadline. In the last decade, some have been stored and others put on display. Presently, just two steam locomotives are in service; Locomotive No. 2 *Ammonoosuc* was built in 1875, and No. 9 *Waumbek* was constructed in 1908. Both were built by Manchester Locomotive Works, which later became part of American Locomotive Company. By 2010, the diesel locomotives covered most assignments on the hill, except for the first train of the day and the occasional extra powered by steam. That summer, I ventured to Mount Washington not as a railfan, but as a hiker with a close friend of mine. While photography wasn't the main goal of the trip, I figured that hiking up the Jewell Trail would be the best way to go, a decision that would put us at Base Station for that steam-powered 8:30am departure. After shooting *Waumbek* shoving its one-car train over the Ammonoosuc river, we hit the trail. But partway up the mountain, my friends' knee started bothering him. It wasn't enough pain to call it quits, he said, but it was definitely enough to not want to put pressure on it going back downhill. Luckily for him, The Cog sells downhill tickets to tired hikers if there's any space onboard (at a significant markup, almost as much as the round-trip ticket). As we limped to the summit that afternoon a line of trains began to emerge from the fog, but one of them was different from the others – it was powered by steam. Apparently, a second section had to be run for one of the midday trains and there was no diesel available, so the steamer was sent up on another trip. We hustled over to the ticket window at the Summit House and got a pair of tickets. As they handed the tickets over, I inquired if we could ride the steam train down. That would be up to the conductor, they said. Tickets in hand, we walked to the waiting train and struck up a conversation with the conductor. Normally, I don't barge into a situation declaring that I'm a railfan, but I made an exception this time. Thankfully, the conductor was amicable to our request and we were able to secure two sets on the steam-powered train. A few minutes later, we were slowly crawling back down the mountain. A different symphony emerges on the downward journey. While the locomotive isn't working as hard, the cylinders create a constant stream of sound, only to be outdone by the deafening sound of the safety valve popping off. But the real show is inside the passenger car, where the brakeman is carefully working the brake wheel, keeping the locomotive and car separated ever so slightly, usually only by a few inches, on the trip down. My friend commented that the quirky-looking steam locomotive and old wooden coach didn't look particularly safe, but I assured him assured him the railroad had a sparkling safety record. In more than 150 years of operation, there have only been two major, fatal accidents on The Cog. In 1929, a photographer riding *Old Peppersass* - the railroad's first locomotive built in 1866 and named such because its stand-up boiler made it look like a pepper sauce bottle - was killed when a cog underneath the locomotive broke, sending the little train flying down the mountain. The worst accident was in September 1967, when a downbound train struck a switch *(right)* that hadn't been properly thrown. The locomotive hopped up over the switch before flopping over to the side of the right-of-way and the car, which had more than 80 passengers onboard, started to roll uncontrollably downhill. The brakeman was unable to engage the car's brakes in time, and within 500 feet it was flying downhill at 35 miles per house. It tumbled off the tracks on a curve and slid downhill another 60 feet before crashing into some rocks. Tragically, eight people were killed, and 70 people were injured. For years, the railroad had operated without



On a crisp and clear October day in 2002, descending trains sit on Skyline siding as the ascending train passes. This siding has since been ripped up after the passing track at Waumbek was installed (2002)
- Photo by Justin Franz / Railfan Magazine



No. 8 Tip Top shoves a train up the northeast's tallest peak on October 12, 1996. No. 8 was built inn 1983 and was the last steam locomotive constructed in the Cog shops.(1996)
- Photo by Justin Franz / Railfan Magazine

liability insurance because management thought it was too expensive. Amazingly, a few weeks earlier the management had purchased a policy. Had that not been in place, it's likely the railroad would have been put out of business. Our trip down was uneventful, and we were safely back at our car an hour or so later.

A Bright Future on the Mountain: Today, diesels rule the west slope of Mount Washington, ferrying passengers on one of the most spectacular journeys in all of railroading. The railroad has also gone through a number of upgrades in recent years. Skyline Siding has been removed and now there's a much longer double-ended siding *(passing track)* at the mid-point of the railroad, meaning trains no longer have to back in and out of the sidetrack for meets. The decrepit old shop building that was there in the 2000s has also been replaced by a modern facility, enabling crews to work on equipment year-round. While pollution standards and wrecks might have threatened the railroad in the past, it's clear that The Cog is positioned to survive and thrive some 150 years after rails and racks were first thrown down on the slopes of Mount Washington. With all the work that has been done at both Mount Washington and Pikes Peak in the last few years, it seems America's cog railways are going to be around for years to come. While fans of cog railroading can rest assured knowing the future is secure, it is hard for Mount Washington's diesels to match the drama and excitement those quirky little steam locomotives could provide. While at least one steam locomotive still roars up the west slope daily in the summer and fall (the railroad says it will keep the two serviceable locomotives in operating condition "as long as possible"), it appears the days of multiple steam locomotives meeting at Skyline or rumbling one after another over Jacob's Ladder are a thing of the past. But for me, 25 years after that first trip to The Cog, the memories of steam railroading 6,288 feet above sea level will survive long after the last fire has been dropped."

- Railroad & Railfan magazine - Mar 2022 pgs. 68-73



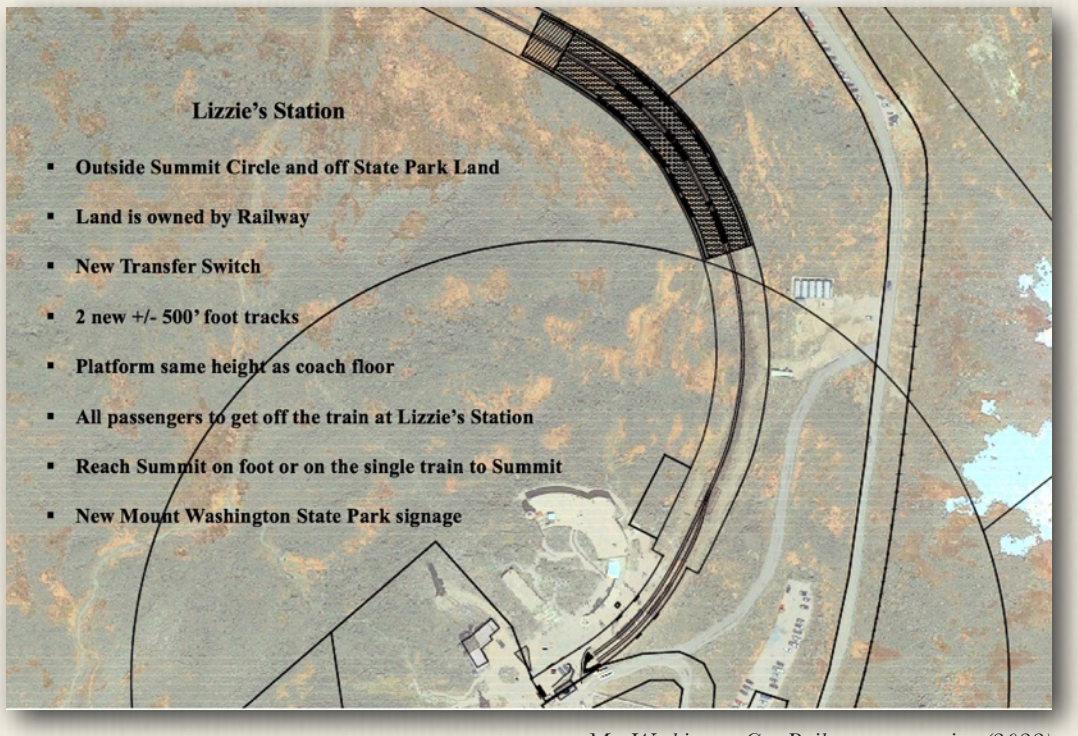
Mount Washington's new diesel loco sits on the transfer table at the shop on June 28, 2008. Locomotive M1 Wajo Nanatasis,had debuted earlier in the month.(2008)
- Photo by Justin Franz / Railfan Magazine

March 4th

Mt. Washington Commission: Chair Jeb Bradley: "Given the large snowstorm forecast for Friday, I am canceling tomorrow's *(2/25)* meeting of the Mount Washington Commission. I would like to reschedule the meeting to March 4th." ***Minutes:*** "A regular meeting of the Mount Washington Commission (MWC) was held at the Cog Railway Maintenance Facility. **Master Plan.** Chair Bradley spoke to Governor Lynch who, due to current obligations, is unable to assist with the master planning process as a facilitator. Although not present, Mr Brooks was thanked for summarizing the vision statements and writing the Summary of Comments for Mount Washington Management Plan (Summary of Comments). Chair Bradley asked each MWC member to comment on the vision statements. Everyone thought it was a good exercise and pointed out the common themes, areas of mutual agreement and opportunities, as well as areas requiring further discussion. All agreed that implementation of the master plan recommendations is a shared objective. Members agreed that the vertical infrastructure, such as the communication facilities, future technologies and the Yankee Building, needs to be discussed and included in the next summary. Members discussed each item listed in the Summary of Comments to identify areas where they agreed and areas that require additional discussion. See attached Summary of Comments list, including notes on the discussion written in italics, a check mark (√) is used to indicate areas of agreement, an arrow (➢) is used to indicate an item where further discussion is needed and a box (☐) is used for Action Items. (See Vol. 4 Appendix - A 21st Century Master Plan?). **Tour of the Cog Railway Maintenance Facility.** The Cog Railway provided the attendees with a tour of the new maintenance facility. Lunch was provided by the Cog Railway. **Cog Railway Update.** Commr Stewart expressed appreciation for the Cog Railway's creativity and focus on the positive comments received on its track extension proposal that was presented to the MWC 18 months ago. Mr Duvall presented the Railway's proposal to construct "Lizzie's Station," a new station located near Lizzie's Monument and upon land owned by the Railway, and outside the State-owned summit circle. Lizzie's Station would provide sleeper coaches for lodging, and shelter, concession and restroom facilities open to the public. All Railway riders would disembark at Lizzie Station and could hike to the summit on the existing trails or take the free, public shuttle train to the summit. The Railway would agree to maintain its existing footprint inside the summit circle and work with the AG's Office to amend its ROW easement to clarify the Railway's use of the ROW easement and not expand beyond the existing tracks. The MWC members discussed the proposal. Mr Wemyss said it was a great solution to the concerns expressed over the original proposal. Chair Bradley asked about the sleeper coaches and liked that the coaches were "tucked in" to better retain the viewscape and minimize the light impacts to the valley below. Dir Bryce said the additional public facilities provided by the Railway would complement summit operations. Mr Thayer appreciated the Railway's creative thinking and the continuity of the summit experience where riders could enjoy walking the hiking trails to reach the summit. Mr Presby said the next steps are to have preliminary discussions with the Coös County planning board. The WMNF and State are the abutters to the project. Buildout is planned over five years."

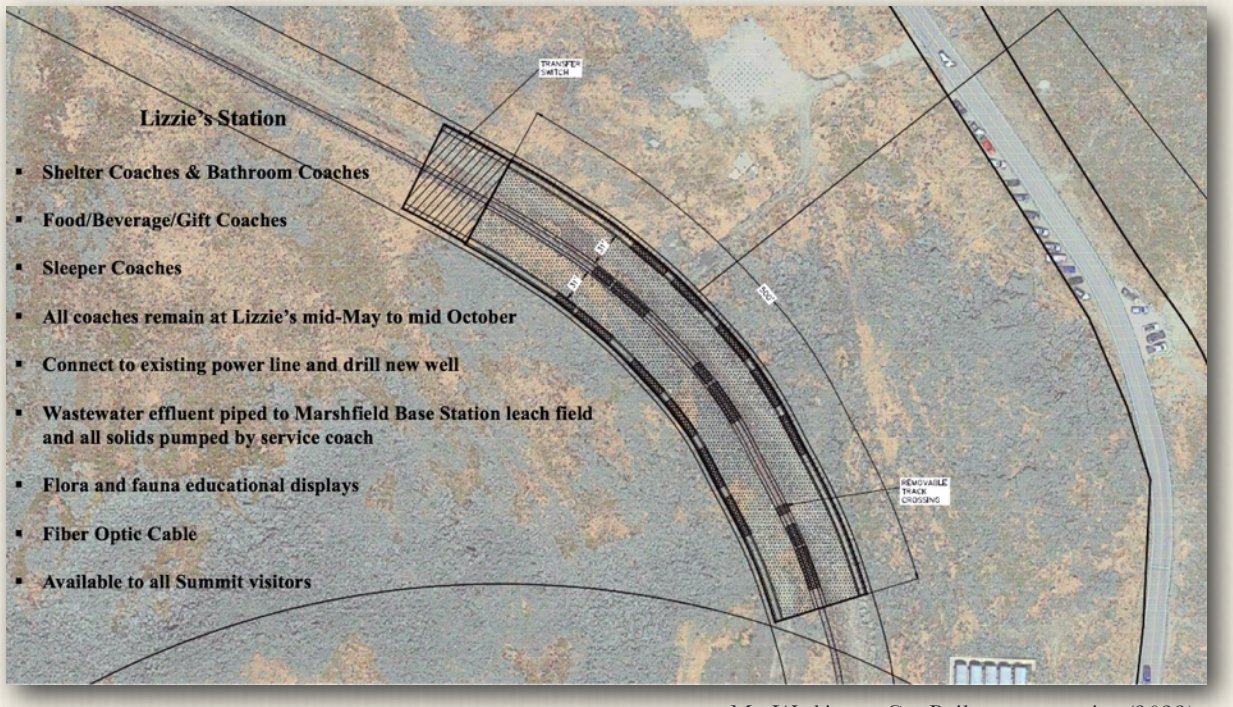
Cog Clatter reports: "The Cog Railway briefed the Mount Washington Commission Friday *(3/4)* about its five-year, multi-million dollar plan to build a new railroad station just below the Summit. The briefing came as the Commission began its work putting together a ten-year master plan for the Mt. Washington State Park.

The new Lizzie's Station *(right)* would be built entirely within the railroad's 99-foot right-of-way, just below the Lizzie Bourne Monument – a pile of rocks commemorating the place where a young Maine hiker died during a September storm in 1855. The station would be just outside the border of the state park and is designed to help with some of the problems facing the mountain-top park in the next ten years.



- Mt. Washington Cog Railway presentation (2022)

2022



- Mt. Washington Cog Railway presentation (2022)

Two new 500-foot long sidings would be built on steel trestlework alongside the existing rail line to the Summit with a new transfer switch to gain access to sidings along an 80-foot drop in elevation. The tracks and tiered platform would be constructed so that the platform would be the same height as the passenger coach exits. Eighteen new tiered-railroad carriages, like those on a funicular railway, would be parked on the sidings and left for the summer season from mid-May to mid-October. Coaches would include bathroom, sleeper, dining and shelter cars. Trains from the Base Station would unload at Lizzie's. Tourists would then have two options to go the remaining distance to the Summit – by foot up an existing trail that crosses the railroad at the site, or by a free shuttle train that would constantly run back and forth from Lizzie's to the top.

The plan was developed between New Hampshire State Parks' officials and the Cog Railroad over the last eighteen months, after a railroad plan to build a new platform and reclaim some track footage at the Summit ran into strong opposition at the Commission. State officials like the plan because if the Parks Department backs the project during the permitting process, the Cog Railway will legally commit to maintaining the status quo in front of the Sherman Adams building. "It's a very good deal for everyone," N.H. Parks and Recreation Director Phil Bryce said. "The project could move forward with or without state support. There's a history of overnight accommodations *(on Mt. Washington)*. If you're going to *(build a new platform)* somewhere do it there *(at Lizzie's)*, and the beauty of it is it's below the summit." Natural and Cultural Resources Department Commissioner Sarah Stewart said, "People will still want to get to the summit." Stewart likes "the idea of an option for people to walk up. It's my hope that with this *(new station)* the state park gets a new impetus" for increased visibility and visitation.

Cog President Wayne Presby says the project will also take the pressure off some of the growing problems at the State Park. The plan calls for a new water well to be drilled at Lizzie's Station. All the wastewater will be piped down to Marshfield for treatment, a new fiber optic cable will be hung on the track from the Base to the site replacing a damaged and dark fiber cable buried with the power line to the Summit in 2007. Lizzie's Station would draw its power from that power line. Presby says the new facility could provide a backup for the state park should there be problems with its water supply, and sewer system. But mostly in exchange for state and commission support, Presby says the summit platform restoration project, and its resulting congestion "is gone," and the Cog would not pursue anything else within the railroad's existing right-of-way in the park.



- Above & Below - Mt. Washington Cog Railway presentation (2022)

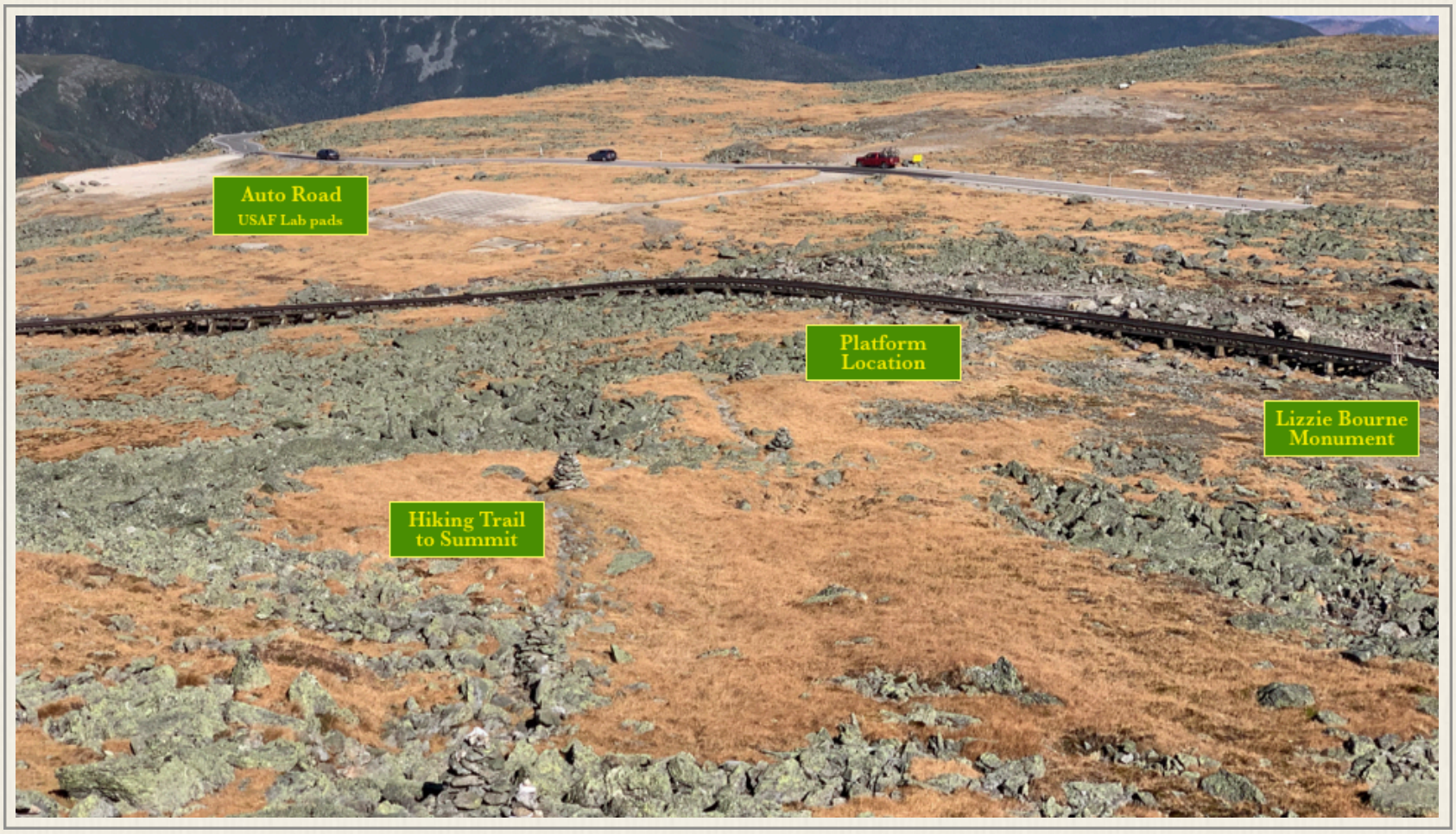
The National Forest Service, which owns the land abutting the right-of-way at the



Lizzie's Station, heard about the project for the first time Friday. "Surprise!" said Presby. Even so, the idea found favor amongst Commission members. Commission chair state senator Jeb Bradley, who regularly hikes the Presidential Mountain range, said Lizzie's Station is much better than the 35-room upscale hotel the Cog proposed to build a mile down from the Summit at Skyline in 2016. "The viewscape *(at Lizzie's)* is going to be some of the least impacted," said Bradley. "It gets tucked underneath the cone *(of Mt. Washington)*. This is as minimalistic as possible in terms of what you are trying to do. The visual impact is pretty minimal as I see it." The Auto Road, which at times has been at loggerheads with the Cog, also endorsed the idea. "I love it," said Auto Road representative Howie Wemyss. "You've taken this looming issue and are moving it down on your own private property. Fabulous!" Wemyss says the Auto Road will go to the Coös County Planning Board with the state to support Presby's application for a permit to build Lizzie's Station.

The "looming issue" for the Mt. Washington Commission is a master plan that considers how the current congestion and infrastructure problems atop New England's tallest mountain will be handled over the next ten years. The Commission Friday began outlining what information it needs to collect and review as part of that plan. Officials say existing lease documents, past tourist surveys and background information will start appearing shortly on the state website devoted to a new Mount Washington master plan. The other tough nut to crack is the so-called Yankee Building that houses telecommunications equipment for a number of entities that broadcast from the 6,288-foot mountaintop. Cog Railway president Wayne Presby offered the services of his lawyer, Earl Duval, to help with that. Duval recently became the full-time lawyer for the railroad after having represented and counseled many of the telecom companies inhabiting the Yankee Building. A 2019 study for the Commission pegged the price tag for replacing the Yankee building between $13 to $15-million dollars over five years. Presby told the Commission Friday that Duval could likely get the telecommunications firms to cut a check for that redevelopment.

As far as the Lizzie's Station project, Presby says he envisions the sleeper cars to be similar to Pullman cars of days gone by. However, unlike the Pullman or sleeper cars currently run by the Canadian Pacific railroad, the new Cog sleepers will feature individual rooms 10 feet by 14 feet. The 1,040 square foot accommodations will be set-up like recreational vehicles so they can be converted from a sleeping room to a living room. Each will have a private bath, and all the advanced audio-visual equipment one finds in a hotel room so videos about the mountaintop surroundings can be viewed. Presby said he does "not expect these rooms to be cheap." There would be "hefty fees because of the uniqueness" of the sleepers. Presby figures potential customers will spend "one night, two nights max," and Lizzie's Station would host functions, wine tastings and perhaps a mimosa breakfast in the morning. He wants to work with the Mt. Washington partners to develop a package deal where hikers might bracket stays in Appalachian Mountain Club huts, like the Lakes of the Clouds, with a night at Lizzie's where they could shower. Presby says he will not be offering shower services to through hikers unless they book a room. Manufacture of the living section of the eighteen new coaches will contracted out. The contractor would pre-fabricate the cars. Then the cars would be hauled to the Base Station to be fitted on wheels and frames built by Cog railway employees at their new 35,000 square foot facility – a $3-point 5-million dollar facility Presby proudly showed off to Commission members Friday. Presby figures the modular construction will help speed up installation of the coaches once the sidings are built. Commission members not only saw current Cog rolling stock undergoing winter maintenance but the engine and parts being manufactured for a new diesel locomotive – M-8. Assembly of new cog racks and the rail for replacement of the track from the new shop to the Marshfield station were also in the shop. Presby says M-8 will be the last diesel to be built at the Cog Railway. The next engine to be built will be all-electric and used for the shuttle service from Lizzie's to the Summit. Presby also has plans to expand his new shop by another 20,000 square feet. That will mean the historic Cog



Railway engine shop and car barn built in 1895-96 by the Boston & Maine will be demolished to make way for the new structure leaving the Boarding House as the last of buildings from that era at the Cog."

Edith Tucker reports: "A new plan to relieve congestion in front of the Sherman Adams Building and provide new services to their passengers and other visitors to the 6,288-foot summit was presented by spokesmen of the family-owned Mount Washington Cog Railway Company at last Friday's *(3/4)* meeting of the 12-member Mount Washington Commission in the Cog's new 250-by-120-foot maintenance facility near the Marshfield Base Station. Commissioner Sarah Stewart of the Department of Natural and Cultural Resources enthusiastically introduced the slideshow presentation given jointly by Cog president and commission member Wayne Presby and Cog counsel Earl Duval of Loudon, formerly of Sugar Hill. Stewart commended their willingness to step back and rethink their plans after listening to the negative feedback they'd received from most commission members at the Aug. 6, 2019, commission meeting. It was the first time most members learned about the now-canceled 120-foot-long "track restoration" project, then proposed to include a ramp and large elevated platform atop steel posts on the Cog's 50-foot-wide right-of-way easement in front of the Sherman Adams Building. Stewart thanked the two men for their willingness to be very creative in revising their vision, allowing them to come up with an innovative plan for "Lizzie's Station" that would be built entirely on a 99-foot-wide strip of land the Cog owns in fee outside the summit circle of the 60-acre Mt. Washington State Park. Presby and Duval explained that from mid-May to mid-October all passengers would get off and on the Cog trains from an 80-foot-long ADA-compliant platform at Lizzie's Station. From there, arriving travelers would go to the Sherman Adams Building either by hiking a short distance up the AMC Nelson Crag Trail or by riding in a single back-and-forth shuttle train. Current arrangements would stay the same during the shoulder seasons, likely from May 1 to mid-May and the last two weeks of October. The plan would maintain the Cog's existing footprint and, in a process already well underway, the Cog and Michael Haley of the state Attorney General's office are working out amendments to the Cog's right-of-way easement, to clarify what it can and can't do in the future.

The railway's right-of-way easement, beginning at the edge of the summit circle starts at 99 feet wide and shrinks to 50 feet. The final agreement must go before the governor and Executive Council for approval. Building Lizzie's Station would require installing a new transfer switch and two new parallel tracks, each about 500 feet long. Presby said he envisions that the Cog would park a total of 18 custom-made coaches, designed to provide bathrooms, shelter, dining and sleepers, with 140-square-foot, RV-like compartments. Connections would be made to the existing electric power line, and a new artesian well drilled. Wastewater effluent would be piped to the Base Station leach field, and all solids would be taken down the mountain by rail. Fiber optic cable, avail-



Cog Railway president Wayne Presby shows Mt. Washington Commission members his new automated welding machine in the new shop facility. (2022)
- Lewis Family Collection

able to everyone on the summit, would be attached to the Cog's track. Cog passengers, through the use of QR codes, signs and multiple screens, would be introduced to the summit's uniqueness: history, flora and fauna, and weather plus its role as a telecommunications hub.

"My first impression is that I love (this plan); it's a great solution!" former Mt. Washington Auto Road general manager Howie Wemyss, who still represents the family-owned business on the Commission, exclaimed without hesitation. He'd be happy, Wemyss said, to accompany Presby and Duval when they seek building permits from the Coös County Planning Board for the Unincorporated Places. "Wayne (Presby) and Earl (Duval) really came to the table, and we no longer have this dark cloud — the proposed *(2019)* track restoration project — hanging over our heads," exulted state Parks and Recreation Director Phil Bryce, who represents the DNCR on the commission. "I'm pleased that the proposed Lizzie's Station would be tucked in underneath the (east-facing) side of the summit cone where it will have little visual impact on the Presidential Range and surrounding communities," said state Sen. Jeb Bradley of Wolfeboro, who chairs the commission, noting that he's climbed around that rugged area many times. A stretch of the Auto Road, existing Cog tracks, some kerosene storage tanks, and the site of long-dismantled barracks built to house participants in a military research project are on that more-disturbed side of the summit, Bradley noted. "I really appreciate the creative thinking involved," said commission member Chris Thayer of Sugar Hill, who represents the Appalachian Mountain Club as its director of government and partner relations. Thayer added that his brain was swirling with many follow-up questions.

Five years is the estimated timeframe to build out this project, Presby said. It likely would include adding 20,000 more square feet to the maintenance building so that the Cog's skilled workers can manufacture the 18 new coach frames into which already-fabricated materials would be installed. "We wouldn't want to disturb ongoing Cog operations, so we're planning this as a 'prefab' operation," he said. The U.S. Forest Service will have to sign off on the project on behalf of the abutting almost 800,000-acre White Mountain National Forest. WMNF Forest Supervisor and Commission member Derek Ibarguen, a Maine native who has had a 20-year career in national forests across the country, listened to the presentation attentively but made no comment.

Presby and Duval noted that Lizzie's Station has several benefits: it helps focus the use of the limited state park space within the summit circle; it supports anticipated growth in the number of visitors without creating unpleasant congestion; and it delivers a new, innovative experience to visitors. The name Lizzie's Station recognizes the site, long marked by a painted sign atop a pyramid of stones, where 23-year-old Lizzie Bourne of Kennebunk, Maine, died of exhaustion and exposure in stormy, below-freezing weather shortly before 10 p.m. on Sept. 13, 1855, just a few hundred feet below the Tip-Top House, according to North Country author Nicholas Howe in his 2000 book, *Not Without Peril: 150 Years of Misadventure on the Presidential Range.* Lizzie, her cousin Lucy and her uncle George Bourne did not start their hike from the Glen House until 2 p.m. that day; her death was not officially recorded until the following day.



A table full of parts manufactured at the new 35,000 square foot shop facility. (2022)
- Lewis Family Collection

The Mt. Washington Commission started its meeting by reviewing a number of short vision statements prepared by its own



The Mt. Washington Commission begins its master planning process by determining what they can agree on. (2022)
- Lewis Family Collection

members plus those of the public. There were many commonalities, and, guided by Bradley, commission members agreed on which were common goals and which might need further discussion. The chairman reported that former New Hampshire Gov. John Lynch was unable to accept the commission's "ask" that he serve as a facilitator to help members stay on track and productive during the projected yearlong master planning project. The four-term governor *(2005-2013)* just became a senior lecturer of business administration at Harvard Business School in Boston, Mass. Bradley said he would consult with clinical supervisor Professor Rachel Viscomi, director of the Harvard Negotiation and Mediation Clinical Program at Harvard Law School, to see if she could identify one or more suitable facilitators. Commission members have already started to implement the key findings and recommendations in the report written under Viscomi's supervision by three Harvard Law School seniors.

The meeting started with an announcement that longtime commission member Paul Fitzgerald of Laconia, a now-public member long associated with the Mount Washington Observatory, had submitted his resignation to Gov. Chris Sununu. Active members not on hand included state Rep. Karen Umberger of North Conway, public member Paul Ingersoll of Berlin, and Drew Scamman of Townsquare Media. Two Commission members had to leave before the plans for Lizzie's Station were presented: attorney Jack Middleton of Freedom, who represents the Mt. Washington Observatory, and public member and vice chair Ed Bergeron of North Conway, who has occasionally served as Obs interim director. The commission's next meeting is scheduled at 9:30 a.m. on Friday, March 25, at the AMC Highland Center in Carroll."

- Conway Daily Sun - Mon, Mar 7, 2022

John Koziol reports: "Six years after proposing a 35-room hotel and restaurant on the same site, the owner of the Mount Washington Cog Railway is back with a plan to use railway cars for lodging and dining along the Cog's tracks below the summit of the mountain. Lizzie's Station would include 18 railway coaches anchored from May 15 through Oct. 15. Nine would be used for overnight lodging, and five would be reserved for a restaurant and dining. The project also includes a shelter, restroom and service coaches. Cog Railway owner Wayne Presby presented the plan March 4 to the Mount Washington Commission, which advises the Department of Natural and Cultural Resources on the management of the 60-acre state park property. The project, which would require a variety of permits, would take five years to complete and cost more than $14 million, Presby said in an interview Sunday. He said the state would support the project in exchange for an agreement with the Cog to settle property claims at the summit and to prevent the railway from any further expansion there. The agreement would have to be approved by Gov. Chris Sununu and the Executive Council.

David Govatski, a naturalist who said he can see the proposed location of Lizzie's Station from his home in Jefferson, said the project potentially could solve some problems on the summit caused by overuse. "It would have some economic benefits, but what is the tradeoff?" he wrote in an email Monday *(3/7)*. Govatski is affiliated with Keep The Whites Wild, a group that in 2018 worked to scuttle a proposal for the Skyline Lodge, a 35-room luxury hotel that would have been built over the Cog tracks about 1,000 feet below the summit of Mount Washington. He said he wants to learn more about Lizzie's Station, visit the site and "keep an open line of communication with everyone involved. At this early stage, I remain neutral on the project," he said, but he reiter-

ated concerns for the "rare Arctic plants and wildlife present in the vicinity" that Keep The Whites Wild voiced four years ago.

Presby acknowledged that opposition from environmental groups was a big factor in his shelving the Skyline Lodge project. Since then, Presby said he has reviewed alternatives to the Skyline Lodge and had discussions with the state Attorney General's Office and the Department of Natural and Cultural Resources. The land on which Lizzie's Station would be built is owned outright by the Cog, Presby said. Plans include a well, a fiber-optic line to the project from Marshfield Station and a nearly 16,000-foot sewer line for effluent down the mountain to Marshfield Station. Solid waste would be hauled down separately, as the state does from the Sherman Adams Building. All Cog passengers would get off at Lizzie's Station and either walk up or take a free shuttle train to the summit, he said. Coaches at Lizzie's Station would be brought down at the end of each tourist season and stored in a 20,000-square-foot addition that Presby intends to build onto the Cog's new 35,000-square-foot maintenance garage. Presby said Lizzie's Station should ease congestion at the Sherman Adams Building, which houses the Sherman Adams Visitor Center, a cafeteria, restrooms, gift shops and the Mount Washington Observatory and museum. He sees the project as the driver of the regional economy and part of his legacy as the longest owner of the Cog. Finding enough employees should not be a problem, he said. "We have some of the best benefits in the North Country," he said, adding that the Cog is currently transitioning to becoming a 100-percent employee-owned company. The Cog would make the frames of the coaches to be used at Lizzie's Station and then ship them to the Midwest, where recreational-vehicle makers who specialize in packing small spaces with numerous amenities would complete them, Presby said. At 5,700 feet above sea level, Lizzie's Station would be "the highest hotel elevation east of the Mississippi," Presby said. The name commemorates Lizzie Bourne, who died nearby on Sept. 14, 1855 while attempting to reach the safety of the nearby Tip-Top House in a storm."

- Manchester (NH) Union Leader - Tue, Mar 8, 2022

Michael Casey reports: "The owner of a historic railway that runs up Mount Washington is proposing to build upscale accommodations and a restaurant near the summit of New Hampshire's highest peak. Mount Washington Cog Railway owner Wayne Presby said the nearly $14 million project would station 18 rail cars at an elevation around 5,800 feet *(1,670 meters)* from mid-May through mid-October. Nine sleeper cars would accommodate up to 70 guests who would pay similar rates to those charged on other sleepers. "There is a demand for it. People want to stay up on the mountain," Presby said of the project that will require state and county permits and take up to seven years to complete. "They want better facilities than what are being offered up there by the state of New Hampshire and everybody else." The project, presented earlier this month to the Mount Washington Commission, comes several years after Presby scrapped a plan to build a 35-room hotel on the mountain. That project came under widespread criticism from environmentalists and hikers, who argued the 25,000-square-foot *(2,300-square-meter)* hotel would damage the fragile alpine ecology and destroy the scenic views. Presby said the latest proposal, which includes plans to pipe sewage down the mountain and fiber-optic upgrades, has the support of the state. In exchange, the Cog would agree not to pursue further expansion on the summit. A spokesperson for the Department of Natural and Cultural Resources did not immediately respond to a request for comment. It is unclear whether this proposal will garner the same opposition as the larger hotel project, when thousands of people signed a petition against it. Chris Thayer, who serves as the Appalachian Mountain Club's representative on the commission, called the proposal "creative in its approach to summit operation and visitor experience challenges" but he said it "deserves more careful consideration to impacts on highly sensitive natural resources and view-shed aesthetics." David Govatski, a retired U.S. Forest Service forester who can see the site from his home in Jefferson, opposed the larger hotel. But he remains undecided this time around. Govatski believes the project could ease congestion from the throngs of summer tourists on the mountain, since it includes a shuttle from sleeper cars up to the summit,



A vintage coal-fired steam engine pushes a passenger car up the Cog Railway on a 3.3-mile journey to the summit of 6,288-foot Mount Washington in New Hampshire, Sunday, Sept. 24, 2017. The owner of the railway is proposing accommodations and a restaurant near the summit.
- AP Photo/Robert F. Bukaty, File



Snow covers Mount Washington, Wednesday, Nov. 13, 2013, as seen from Bartlett, New Hampshire. The owner of a railway that runs up Mount Washington is proposing accommodations and a restaurant near the summit of New Hampshire's highest peak.
- AP Photo/Jim Cole, File

the highest peak in the Northeast at 6,288 feet *(1.91 kilometers)*. Currently, the cog goes right to the summit, resulting in hundreds of people getting on and off trains at one time. But he worries hotel guests could damage are alpine plants including Bigelow's sedge on the mountain and stress out the rare American pipit that nests in the area. Other people worry plans for brightly-colored rail cars — something Presby said could change to more neutral colors — would be out of place on the mountain. The area where the rail cars would sit has had its share of activities over the years. The Mount Washington Auto Road is nearby. There are fuel tanks there, a helipad and there once were barracks for a jet engine testing lab. "They have done their planning. The concept looks good on paper but the devil is in the details. That is what we want to work out," Govatski said. "You have to balance the economic value of a railroad like that against the potential for the environmental impact, of increased usage at (a) new location near the mountain top," he continued. "I remain neutral until I can really study what the impacts are." Mount Washington has been attracting more tourists in New Hampshire's North Country since the loss of the Old Man of the Mountain, a granite profile and state symbol that crumbled in 2003. The mountain draws over 300,000 visitors a year. The 65-year-old Presby, who has owned the railroad for nearly 40 years, said the project would partly fulfill his vision of bringing back hotels that once graced the mountain in the 1800s. Among them was the Summit House Hotel, which burned down in 1908 *(Ed note: It was replaced in 1915. That hotel was removed by the State in 1980 to make way for the Sherman Adams Building.)* It would also bolster the Cog Railway's role as an economic engine, something the company has prided itself on since the train first started running more than 150 years ago. The region, which has among the state's lowest median income, is heavily reliant on tourism. The train brings 150,000 people each season up to the summit. "The cog railway has been my life. I bought this place when I was 26-years-old," Presby said. "My whole goal in owning the railroad was to bring it back to its preeminence."

- Associated Press report at Boston.com - Mar 12, 2022

Boston.com Conversation: *What Do You Think?:* ***jjjj19:*** "For this reader, a thousand times "no." As is often the case the economics shouldn't even be considered." ***Planeman:*** "The Dems should ban this, burning coal for your enjoyment, really now." ***Portia2656:*** "NO! NO! NO! Visit and leave with what you came with - nothing more. Is there any space of wilderness on this planet that can escape the footprints of these humans compelled to eat, sleep and "selfie" wherever they go? Thank God JFK and Tip O'Neill had the foresight and clout to create the National SeaShore and save this Cape property from New York developers." ***Mattso8:*** "No. Just no. The summit is already in jeopardy from all the cars and trains heading there. Adding more mechanized traffic just spoils what it is that makes this place so special." ***BiffBamBoom***: "NFW. Isn't the White Mountain National Forest protected from such encroachments?" ***Chowdahead22:*** "There is already plenty of lodging on Mt Washington." ***Wmer:*** "Sounds like a disaster. Upgrading the current footprint is worth it and while the coal train is nostalgic and cool to see, why not lighten the area footprint further with electric or equiv …or explore that on the auto road as a guided experience vs cars - which is also a disaster." ***randymarsh:*** "Hard NO" ***PublicTrough:*** "Oh for hells sake will this guy give it up already. Just because there were sleeping quarters in the past doesn't mean its a good idea today. I will fight this with every bone in my body. This project is already DOA."

March 5th

Boston Travel Show: "We're on the road again, this time heading down to the Hub Of The Universe (their words, not ours) for the BIG Travel and Adventure Show at the Hynes Convention Center in Boston! We'll be waving the flag for our first-in-the-world mountain-climbing cog railway along with reps from scads of other exciting domestic and international destinations. We'll even be sharing the stage both days with travel luminaries like PBS's own Samantha Brown, *Frommer's* own Pauline Frommer, and Weekend at Bernie's own An-

drew McCarthy (... wait, what?) and many, many others. The show promises to be a big one, so if you're in town this weekend thinking about the wide, wide world of travel again, stop by and say hello! Hey coggers! We're down here at the big Travel and Adventure Show in Boston, and get this - PBS's own Samantha Brown wanted to take a picture with US! *(right)* She profiled The Cog on her program a couple of years back, and she wanted us to make sure to say hi to Eggy for her! Check out her interview with him on our homepage at the cog.com"

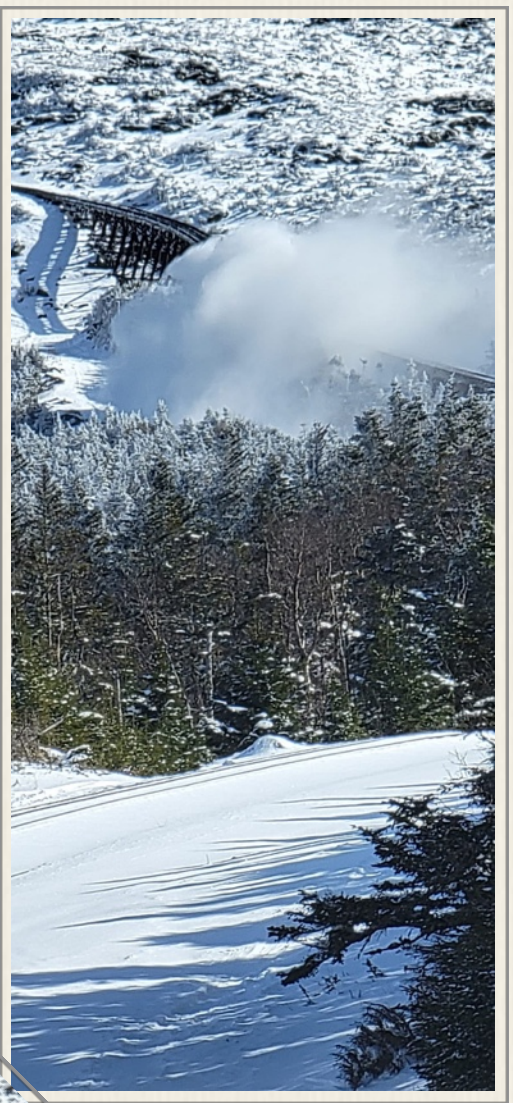
- MWCR Fb page - Sat, Mar 5, 2022

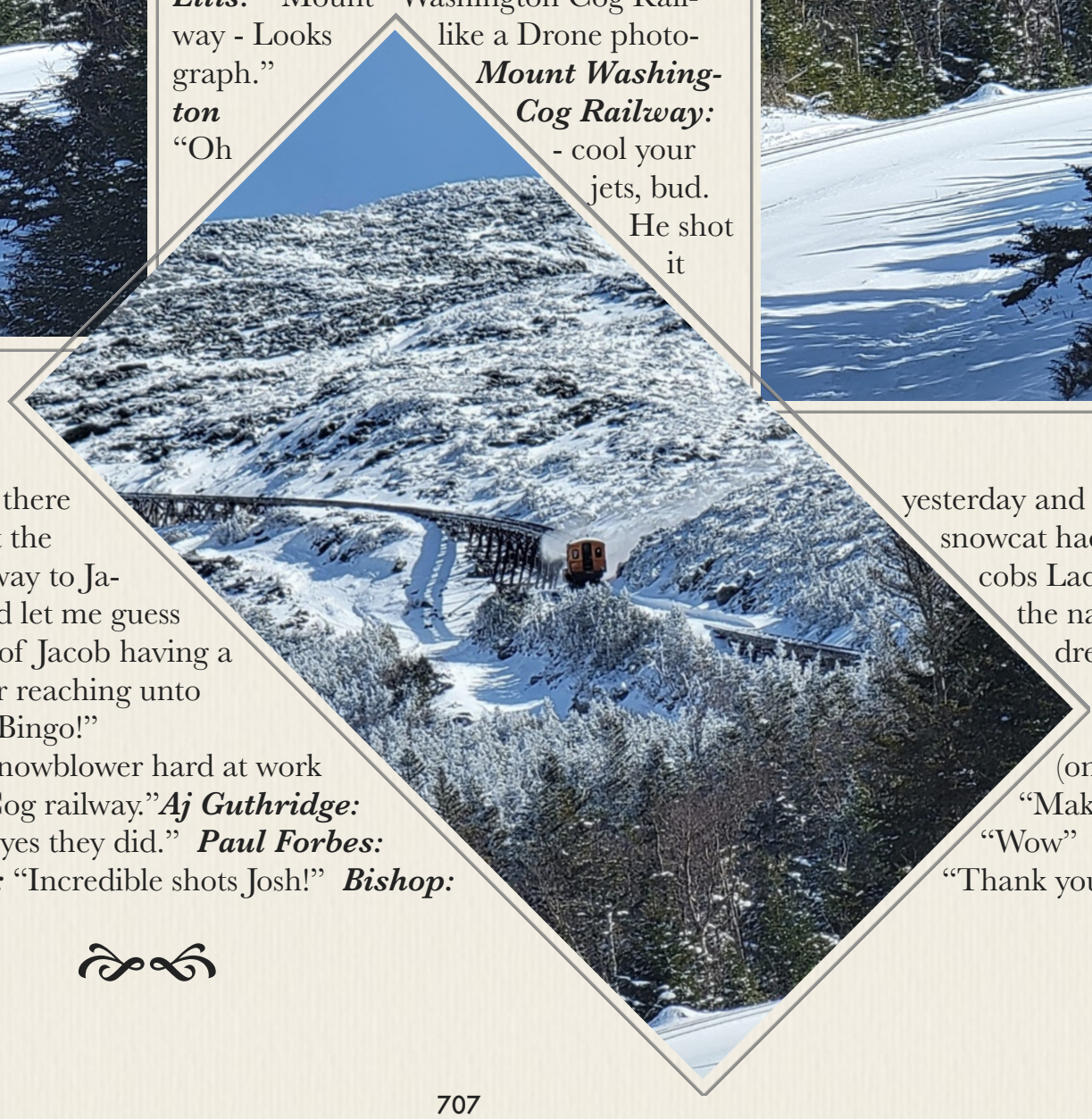




March 5th-6th

Blowin Snow: "Good Sunday morning Coggers! We're getting a little homesick, being down here for one more day at the big Travel and Adventure Show in Boston. This long shot of M7 pushing the snowblower up below Jacob's Ladder from engineer Josh Bishop reminded us of why! ***Steven Bryant Ellis:*** "Looks like drone shot which is against law up in the White Mountain forrest.. According to local law." ***Mount Washington Cog Railway:*** "Steven Bryant Ellis - We'll agree with you that Josh is a little... unusual, but calling him a drone is over the top. And he's perfectly legal!" ***Ellis:*** "Mount Washington Cog Railway - Looks like a Drone photograph." ***Mount Washington Cog Railway:*** - cool your jets, bud. He shot it with his phone from Waumbek. They've got cameras now." ***Jim Surette***: "Skied there yesterday and was disappointed to find that the snowcat had tracked it out all the way to Jacobs Ladder!" ***Larry Ellis Reed:*** "And let me guess the namesake: The Biblical account of Jacob having a dream where he saw a ladder reaching unto Heaven." ***MWCR:*** "Bingo!" ***Josh Bishop:*** "Our snowblower hard at work (on the) Mount Washington Cog railway."***Aj Guthridge:*** "Make it to summit ?" ***Bishop:*** "yes they did." ***Paul Forbes:*** "Wow" ***Susan Gummerus Presby:*** "Incredible shots Josh!" ***Bishop:*** "Thank you"





2022

March 13th

New Plan is Better: Editorial: "Speaking of trains, the Mount Washington Cog Railway has switched tracks, seemingly for the better, on its plans to host overnight guests on the mountain. Owner Wayne Presby's initial *(2016)* plan to erect a Disney-like hotel over the tracks at Skyline switch below the summit was met with strong public opposition, and rightly so. The slopes of Mount Washington present some of New Hampshire's grandest vistas. Granite Staters have come to realize that the Presidential Range is one of their most valuable treasures. Disturbing any part of it is not to be taken lightly. Presby is nothing if not persistent. He then talked of doing more with property on the summit itself, although the exact rights on the summit are in question. Now the Cog owner is proposing to feed and host overnight guests in separate train coaches, 18 of them, that he would position from May to October at Skyline. *(Ed. note: Not Skyline at Lizzie Bourne's monument)* I n return for whatever permits he may need for this, Presby proposes that he would give up any contested rights at the summit itself. A ride on the Cog would end at Skyline (*Ed. note: Surprising that former Cogger Joe McQuaid's newspaper would get this location wrong twice)*. Passengers could then either hike up to the summit or be shuttled up by another train. There is a lot for interested parties and the public to consider in this latest plan. The mountain has been hosting paying overnight guests ever since Tip-Top House was built and the AMC Lakes of the Clouds hut was opened. Adding a few coaches for such accommodations is worth reviewing, although 18 of them seems like more of a village than a few bedrooms." *- NH Union Leader - Sun, Mar 13, 2022*

March 14th

Opposition to Lizzie's 1: "Stop the Cog Railway (again) from building luxury lodging on Mount Washington - Wayne Presby, the owner of Cog Railway - a rail that runs visitors to the top of Mount Washington - is seeking to construct a hotel and restaurant in Mount Washington's delicate alpine zone. The hotel would consist of 18 rail cars that would be converted into luxury sleeper cars, which would sleep 70 people per night from May to November. The cars would be stationed at an altitude of 5,800 feet, well into the alpine zone. The ecological impact of a project of this magnitude, in such a fragile area, cannot be understated. While environmental impact is perhaps the most pressing concern, there are also other threats. Erecting new, potentially brightly colored, trolley-car lodges, would also have a major impact on viewshed aesthetic. In addition, underprepared hotel guests may easily find themselves in adverse weather and exposed terrain, creating a potentially costly and treacherous situation for all involved. Your help is needed! Sign the petition to show that you are **against** building a hotel on Mount Washington!"

- Protect the White Mountains petition on Change.org



March 17th

To the Platform: "Hey again, Coggers! It's not all that often we get to show you what things look like from the engineer's point of view, so right before the noon train shoved off for Waumbek, our photographer Tinah *(Whitcomb)* climbed up on the back of M1 to get this great shot *(left)* of Brakeman Steve Allen giving Engineer John Stinehour the "All Clear" signal to proceed. This really demonstrates how our crews work together as a team, especially since the engineer can't see what's directly in front of the train. Our Brakemen and women are always out on the front of the coach with their eyes glued to the tracks. They're ready to stop the train for any reason (like, for instance, if any of our indigenous wildlife– your moose, your bears, your hikers, etc– decide to play chicken or take a short cut across the tracks in front of us). John and Steve are experienced pros, and are both dual-qualified as engineers and brakemen. And yes, even with the gorgeous, warm weather up here today, we still have some snow on the mountain!

Russ Nelson: "Wait, cars have backup cameras, but The Cog doesn't have a forward/down camera? This isn't

rocket surgery, c'mon, guys! ***Mount Washington Cog Railway***: "Russ - I don't know about you, but my backup camera sucks in lousy weather. My girlfriend always has me ride on the back bumper in rain, sleet, snow etc for exactly the same reason why we'll always have a living, breathing human being on the front of our trains." *- Mt. Washington Cog Railway FB page - Thu, Mar 17, 2022*

March 19th

Opposition to Lizzie's: "More than half a decade after proposing a new hotel near the summit of Mt. Washington, the owner of the Cog Railway has returned with a revised plan. Like the first proposal, though, the new one has drawn opponents, thousands of whom have signed an online petition to stop what would be called "Lizzie's Station," which would use 18 Cog Railway cars for dining and overnight lodging several hundred feet below the mountain summit from mid-May through mid-October. Supporters of the plan say it would relieve congestion on the summit, where, during the warmer months when the Cog is open, multiple trainloads of people can disembark at one time. Opponents argue that it could act to degrade all the more a fragile alpine zone with sensitive plant and animal species that is already experiencing the negative impacts of increasing visitor traffic and that the mountain is a special place that should be kept as natural as possible. Cog owner Wayne Presby presented his plan during the March 4 meeting of the Mt. Washington Commission, which meets again next week, on March 25. The plan comes after he first proposed in December 2016 the Skyline Lodge, a 35-room luxury hotel that would have been constructed along the railway tracks about 700 feet below the 6,288-foot summit. After fierce opposition, that plan came to naught. During the commission's meeting earlier this month, Presby's representative, Earl Duval, presented the details for Lizzie's Station, which would be a new station farther up the mountain near the 6,000-foot mark near Lizzie's Monument, a memorial to Lizzie Bourne, who died from exposure near the summit in 1855. The station would be on Cog Railway property and outside of the 60-acre state-owned summit circle. Nine of the train cars would be sleepers for overnight lodging, each with four rooms. Some cars would be for restrooms and shelter, several would be for dining, and there would be a cafe car for the public. All Cog passengers would ride from the base station to Lizzie's Station, where they would disembark. From there, they could hike to the summit on existing trails or take the free public shuttle train to the summit, said Duval, according to the meeting minutes. The idea is to have a single rail car and engine on the summit at one time. The Cog would maintain its existing footprint inside the summit circle and work with the office of the New Hampshire Attorney General to amend its right-of-way easement to clarify the Cog's use of the ROW easement and not expand beyond the existing tracks. While discussing the Lizzie's Station proposal, Howie Wemyss, general manager for the Mt. Washington Auto Road, said it was a great solution to the concerns voiced about the original Skyline Lodge proposal. State Sen. Jeb Bradley R-Wolfeboro, who chairs the Mt. Washington Commission that is tasked with making recommendations to the state for Mt. Washington State Park, said he liked that the sleeper coaches were tucked in to better retain the viewscape and keep light impacts at a minimum. New Hampshire Division of Parks and Recreation Director Phil Bryce said additional public facilities provided by the Cog would complement summit operations. The next steps, Presby said to commission members, are to have discussions with the Coös County Planning Board for the project. The build-out is expected to take five years. By late Thursday *(3/17)* afternoon, an online petition by a group called Protect the White Mountains on change.org, called "Stop the Cog Railway (again) from building luxury lodging on Mountain Washington," had 9,636 signatures with a 10,000-signature goal. On Thursday, Jefferson resident David Govatski, a retired U.S. forester who co-founded a group called Keep the Whites Wild to oppose the Skyline Lodge proposal, said Presby and Duval reached out to him with input for the Lizzie's Station proposal. "I was happy to do it and we spent two hours at the Cog just discussing it, as opposed to where we were a few years ago with the Skyline proposal," he said. "Things derailed pretty quickly with that discussion there and was pretty much a knee-jerk reaction from a lot of people that were just totally opposed to building something in that particular spot on the mountain." Since then, Presby has been working to come up with an alternative plan to fulfill the vision of having better lodging on the mountain. Govatski said he and many people would agree that the Lizzie's Station proposal is in a better location than Skyline Lodge, but his group is still gathering information and it's too early to take a position one way or the other. "There's certainly trade-offs," he said. "The proposal includes some good things and some other things that we really need to look at."As a first step, Govatski is encouraging an updated master plan for Mt. Washington. The current plan dates to 1971 and basically encompasses just the mountain cone, he said. Ideally, a new plan would be comprehensive and include not just Mt. Washington State Park, but the entire mountain and such areas Cog's base station, Mt. Washington Auto Road, the Appalachian Trail, the AMC huts at Lake of the Clouds, and all of the hiking trails that con-

verge because they all have an impact, said Govatski. A master plan should include which kinds of plants and veg-etation grow on the mountain, which species of wildlife, birds and insects use the mountain (one already known is a rare butterfly), and should have an archaeologist document the history, said Govatski. "You can't be a planner and expect to call it a master plan when you're only looking at a tiny piece of a mountain that's all connected," he said." *- St. Johnsbury (VT) Caledonian-Record - Sat, Mar 19, 2022 pg. 1 & 5 /*
www.change.org/p/mount-washington-commission-stop-the-cog-railway-again-from-building-a-luxury-hotel-on-mount-washington?

March 20th

WMUR Covers Lizzie's: **Jason King reports:** "The Mount Washington Railway Company is proposing a unique lodging experience for customers of the Cog Railway. Wayne Presby has been the owner of and operator of the Mount Washington Railway Company since 1983, when he was 26 years old. He made all kinds of improvements through the years and now wants to build a new train station below the summit, which would include dining and sleeper cars for guests. Presby says the lodging would include nine sleeper cars with four rooms in each, a total of 36 rooms. Some will be allocated to staff at the facility. In the past year, the Cog Railway saw more than 100,000 passengers, and Presby says the proposed new platform would eliminate some congestion at the summit. "As part of that new train station, we will have a shuttle train that will go from the upper end of the station just back and forth to the summit all day long," Presby said. Some of the main concerns seem to be environmental, but Presby said he's been in discussions with New Hampshire's Department of Natural and Cultural Resources for about two years. "We're already talking to various groups that had opposition to previous proposals and talking to them about things that we can do to mitigate those concerns," Presby said. He said the added attraction will help drive much needed tourism for the region. Presby said there used to be a 110 unit hotel at the summit of Mount Washington and the most recent lodging was taken down in 1967. "Restoring this thing and bringing it back to the position it was in at the turn of the century is really the driving motivation for me, more than anything at all," Presby said. The project is still in the very early stages, but Presby said he estimates the cost of the project to be about $14 million for his company, and could take five to seven years to complete."



- WMUR-TV - Sun, Mar 20, 2022

March 23rd

Op-Ed - Stop Lizzie's: "Climate-stressed species, forced to search for cooler climes to survive, often must disperse in a northerly direction, or, as in the case of high-elevation ecosystems, move uphill. The alpine species and natural communities at the summit of Mt. Washington, the highest mountain *(elevation 6,288 feet)* in the northeastern United States, could face a future where they have nowhere to go as the climate continues to warm, unless we aggressively reduce global and local carbon emissions. The Cog Railway line from its base camp to the summit forms a vertical scar on the western face of wild Mt. Washington. As the Cog's engine, now fueled by diesel, but powered by coal from 1910 to 2008, claws its way up the mountain, it emits black plumes visible from miles away. In 2021, the Cog carried 150,000 tourists to the summit on the 60-acre Mt. Washington State Park, an over-developed, congested nightmare atop the mountain that claims to enjoy the "world's worst weather." On March 4, 2022, Wayne Presby, owner of the Cog, announced a proposal to offer "upscale accommodations," consisting of 18 Pullman-like cars situated about 500 feet below the summit on the 99-foot wide Cog-owned right-of-way that runs from its base camp to the summit. Nine of those cars would provide sleeping quarters for 70 people, and five others would serve meals and alcoholic beverages. The other cars would house bathrooms and high-end shopping opportunities. These cars would operate from May to October and be stored at the Cog's base station during the winter. The Cog calls this luxury resort Lizzie's Station. It will construct two 500-foot long platforms on either side of the existing rail line near the spot where 20-year old Lizzie Bourne perished in a storm on September 13, 1855. If built, hundreds of thousands of tourists will debark there, greatly increasing threats to the area's alpine vegetation. Presby, who has owned the Cog outright since 2017, told an *Associated Press* reporter "the project would partly fulfill his vision of bringing back hotels that once graced the mountain in the 1800s." Prices for sleeping, dining, and shopping at nearly 5,800 feet will also reflect the glorious era of the Gilded Age that Presby wishes to revive. Lizzie's Station represents Presby's latest

attempt at high elevation hospitality. In December 2016, the Cog Railway announced plans to open a 35-room hotel and restaurant, the Summit House, in July 2018, the 150th anniversary of the Cog... Hikers in the White Mountains immediately cried, "enough is enough." A grassroots group called Keep the Whites Wild secured 20,000 signatures opposing this hotel for the ultra-rich. Numerous established conservation groups joined the opposition, including American Alpine Club, Friends of Tuckerman Ravine, The Nature Conservancy, Audubon Society of New Hampshire, Appalachian Trail Conference, and Appalachian Mountain Club (AMC). Presby retaliated by refusing the AMC access to a helicopter landing spot near the AMC's Lake of the Clouds Hut, and a leader of the grassroots opposition was threatened with arrest if he set foot on Cog property. Opponents of the Hotel proposal raised a variety of issues, including its impact on the viewshed and its potential to exacerbate the unpleasant congestion at the Summit that has discouraged many a hiker, including me, from returning to Mt. Washington. Presby responded that the promotion and commercialization of Mt. Washington's summit, and its consequent crowding, congestion, and demands for more facilities renders his project a "higher priority than conservation." His advice to hikers who dislike those impacts? "Maybe you shouldn't be climbing on Mount Washington." He blamed hikers and backpackers for damage to the alpine zone, not his annual 150,000 Cog passengers. Recently, Presby acknowledged that the public opposition to the Summit Hotel played a major role stopping the project. Rather than abandon his dream for high-elevation overnight accommodations, Presby entered into discussions with the New Hampshire Attorney General's office to amend the Cog's ROW easement. The Lizzie's Station proposal is the fruit of secret, 18-month negotiations with the Parks and Recreation, a division of the Department of Natural and Cultural Resources (DNRC) which manages the over-developed, 60-acre Mount Washington State Park. Presby unveiled the Lizzie's Station proposal at the March 4, 2022 meeting of the Mount Washington Commission, an advisory group to DNCR to which he belongs. Sarah Stewart, Commissioner of DNCR, introduced the Cog slide show and expressed her hope that this new development would increase visitation to the congested state park. Phil Bryce, Director of Parks and Recreation claimed: "It's a very good deal for everyone." Bryce, along with the notoriously tight-fisted NH government, supports revenue-generating development of the public commons. Several pro-development members of the Commission expressed enthusiastic support. Right now, there are far more questions than answers about the proposal and its impacts. The Cog's slideshow glossed over the inevitable ecological impacts upon fragile alpine ecosystems. Lizzie's Station would be situated just outside the State Park near the Nelson Crag Trail crossing of the Cog's tracks. I t will require the drilling of a new artesian well, construction of a 16,000-foot waste water pipeline to the Cog's base station, the upgrading of a fiber optic cable whose trench was dug from the base station to the summit in 2007 *(Ed note: new fiber optic to hung on trestles)*, and a new transfer switch on the rail line. All Cog passengers will debark on an 80-foot long platform at Lizzie's Station. They will have the option of a short, steep hike to the summit, or continuing to the traditional terminus at the summit in a free electrically-powered Cog shuttle. The Cog and its partners in NH state government make the usual developers' claims about the project's benefits: jobs and prosperity to a poor region. Presby also promised that pressure on the heavily congested State Park will be "gone." Cog riders, and other visitors to the Summit, can use the Lizzie Station restrooms and spend their money at the pricy dining cars and gift shop. Thus far, the State has raised no concerns about sharing tourist dollars with an upscale competitor. A beautiful summer weekend often brings 5,000 visitors—hikers, Cog passengers, and tourists driving up the Auto Road—to the summit. The *Conway Sun* reported that the Cog's proposal "supports anticipated growth in the number of visitors without creating unpleasant congestion." How this miracle cleansing of already intolerable congestion can be achieved by increasing the number of daily and annual visitors is yet to be revealed. Presby claims, "There's a demand for it. People want to stay up on the mountain." This may be true, but for every neo-Gilded Age visitor willing to pay the price, there are thousands of ordinary citizens who demand that the health of the alpine summit be protected from all development. These citizens demand that the Forest Service and the State of New Hampshire place land health ahead of profiteering on sacred, wild spaces. Congestion is powerful evidence of the State's mismanagement of Mt. Washington State Park. Limiting access, not additional development, is the way to reduce congestion. The State covets the revenue the over-crowded summit generates, and therefore is unlikely to throw the money-changers out of (or off of) the summit Temple. Opponents of Lizzie's Station worry about the implications of the expanded development on the 99-foot Cog ROW. The Coös County Planning Board, which must approve the project, requires a 25-foot buffer on the ROW, effectively limiting the Cog's use to a 49-foot wide interior swath. The schematic drawing for the Lizzie's Station platforms will fill most, if not all, of the 99-foot width. Does that mean that there will be no buffering between the massive development and the adjoining White Mountain National Forest alpine flora? Or, is the Cog trying to acquire more land from the WMNF to

serve as a new buffer? So many questions, so few answers. Just trust us, the Cog's messengers imply. Opponents worry that construction crews and hotel guests could damage rare alpine plants, including Bigelow's sedge, and stress the American pipit, an arctic bird that builds its ground nests in the area of the proposed development. There are only 13 square miles of alpine tundra east of the Mississippi River, and Mt. Washington is home to the largest and most significant tract. A few years ago, a botanist, who studied the recovery of alpine flora from the disturbance caused by the fiber-optic trench the Cog built in 2007, found no recovery because the disturbance was ongoing. The replacement of the 15-year old cable by a new one, as envisioned by the Lizzie's proposal, can only exacerbate the problem. The Lizzie's Station project must secure the approval of the abutting White Mountain National Forest. The Supervisor of the WMNF, Derek Ibarguen, is a member of the Mount Washington Commission. He was surprised to learn of the Lizzie proposal and the State's 18-month secret negotiations with the Cog at the March 4 Commission meeting. Otherwise, he remained mum during the Cog presentation. The WMNF has a statutory–and moral—obligation to protect the alpine flora and fauna from climate change and current and anticipated levels of congestion and overuse. It should acknowledge that human aspirations are circumscribed by natural limits. These lands rightfully belong to the flora and fauna that are hardy enough to flourish there. Should the White Mountain National Forest acquiesce to this latest desecration of Mt. Washington, the campaign to turn the WMNF over to the National Park Service to establish an 800,000-plus acre White Mountain National Park would gain millions of dollars of free national publicity. National Parks do not allow logging, energy development, or new hotels. Citizens must transform the Lizzie proposal into a national discussion on the most effective ways to remove threats to Mt. Washington. In recent years, citizens from New Hampshire, New England, and across the nation have defeated both the Summit House *(Skyline Lodge)* proposal and the Northern Pass, a massive Hydro-Quebec powerline originating from James Bay and targeted to run the length of New Hampshire. The initial public reaction to the Lizzie Station has been strongly negative. Those who believe that the climate-stressed alpine summit of Mt. Washington must be protected from proposed—and current—overdevelopment must take the lead in organizing local, regional, and national campaigns to achieve enduring, forever wild protection for Mt. Washington. Wayne Presby believes his legacy will be to have returned the summit of Mt. Washington to the Gilded Age. He has thrown down the gauntlet. Appeasement and half measures will not thwart the commercial onslaught. The Cog's scar on Mt. Washington's western face, its huge carbon footprint, and the ever-intensifying congestion at the Summit that is so harmful to alpine ecosystems are relics of the nineteenth century's exploitative land ethic. Citizen action is required to protect and preserve Mt. Washington and its denizens. It is time to relocate the Cog from wild Mt. Washington and to a museum, where it can no longer harm a national treasure. No more sacrifice zones on the public commons. Stop the Lizzie Station project before it gets off the ground!" *- Jamie Sayen lives in Stratford, NH. He co-published the Northern Forest Forum from 1992-2002. He is author of You Had a Job for Life, an oral history of the now-defunct Groveton Paper Mill. He is nearing completion on a book about the ecology and land use history of the forests of northern New England / posted on InDepthNH.org - Mar 23, 2022* indepthnh.org/2022/03/23/op-ed-cog-railway-development-proposed-atop-mt-washington



March 25th

Mt. Washington Commission: "Meeting scheduled for Friday, Mar. 25, 2022 at the Appalachian Mountain Club's Highland Center." ***Minutes:*** "Mr *(Allen)* Books *(State Lawyer for MWC)* informed the members that the Right-To-Know request addressed to the MWC regarding the Cog's Lizzie Station proposal pertains to records that relate to the Commission's business and not to documents that are between private parties. Members should be responsive and should contact Mr Brooks directly with any questions about the request. Chair *(Jeb)*

Bradley addressed the Commission and attendees as a courtesy: the purpose of today's meeting is to continue the Commission's work on the master plan. With no new information about the Cog's Lizzie's Station proposal, the item will not be discussed. ***Master Plan.*** Chair Bradley and the members continued their discussion on each item listed in the Summary of Comments to identify areas where they agreed and areas that require additional discussion, picking up from where they left off at Item #66. *(See Appendix - 21st Century Master Plan?)* ***Public Comment:*** Mr Jamie Sayen of Stratford spoke. He said that a thorough and independent environmental assessment should be conducted to determine current conditions of the summit flora, fauna and climate before a Master Plan is completed. He thought that human aspirations may exceed the capability of the land. Chair Bradley thanked Mr Sayen for his comments.

Cog Clatter report: "Mount Washington Commission chair state Senator Jeb Bradley says the commission is making "great progress" on new Master Plan for the summit and that he will hold off on hiring an independent facilitator, for now. "I think bringing in a facilitator at this point may slow us down," Bradley told the Commission at Friday's *(3/25)* meeting at the Appalachian Mountain Club's Highland Center in Bretton Woods, New Hampshire. The 12-member Commission advises the N.H. Natural & Cultural Resources Department on the management of the state park and its Sherman Adams Building on top of New England's highest mountain. The Commission is made up of the various groups that use Mt. Washington for their operations, like the Appalachian Mountain Club, the Auto Road, the Cog Railway, the Mt. Washington Observatory, Townsquare Media and the White Mountain National Forest, which owns the land around the state's 60-acre circle at the summit. Disputes between the parties have stymied efforts to draft a new 10-year master plan since 1971. For the last two months, the Commission has attempted to follow recommendations from a Harvard Law School mediation team in order move forward. A list of 115 goals was developed from vision statements from commission members saying what they believe Mt. Washington should look like in ten years. Friday the Commission finished going through the list to determine what they could all agree on, and what they needed to discuss more. The process started at last month's meeting where the Cog Railway revealed a plan, negotiated with state parks officials, to move the railroad's main summit arrival point just out of the state park along the Cog's 99-foot right-of-way. The station would be located just short of the Lizzie Bourne Monument commemorating the death of a 23-year old Maine hiker in 1855. The new "Lizzie's Station" would be built so eighteen coaches designed for overnight accommodations, dining, and shelter could be parked there throughout the summer season. A free shuttle train would take passengers the remaining distance to the summit. The State agreed to the plan because the Cog promised it would not expand its current footprint or operations at the top, and the project moves some of the problems facing the state park down to private property below the cone. Fifteen to twenty members of the public, many who vehemently opposed the Cog's 2016 plan to build a 35-room hotel at Skyline, a mile below the summit, showed up at Friday's meeting. However, Chairman Bradley said the Commission would bypass the "Lizzie's Station" agenda item to concentrate on the Master Plan. Cog Railway lawyer Earl Duval, who's heading the project, made contact with those who showed up to discuss the project after the meeting. The Commission has suggested a couple of names as a possible master plan "facilitator" since former Governor John Lynch declined the opportunity. With stage one done identifying Commission agreement on what parts should be in the plan, Chairman Bradley says stage two to resolve the remaining issues will begin at the April 22nd meeting in Conway. If issues can't be resolved, Bradley will bring in a facilitator but said he'd rather have the Commission come up with the broad concept for the next ten years at Mount Washington on their own, and then have Harvard help draft a detailed master plan for adoption." *- Jitney Jr.*



Meanwhile Back at the Shop: "Happy Friday, Coggers! It's a busy day down at our Marshfield Maintenance Facility (AKA Suitor's Service Station). AJ and Joe have been welding and assembling steel ties and rack plates onto new 39' rail sections that will replace the ancient main line and shuttle tracks connecting the shops to our boarding platforms. Meanwhile, Mike and Liam continue annual maintenance on a stripped down M5, while Mechanical Engineer Caleb keeps a close eye on the technical aspects of the work. Tucked away back in the corner, our two old-timers, MW2 and MW9 wait patiently with their tenders for the start of the steam season on May 28. And check out that

brand new, freshly painted Pepto-pink coach *(below)* peaking through in the background, proudly wearing its Breast Cancer Awareness livery! Daily diesel trips to Waumbek continue thru April 21, after which we'll push a little higher up to Skyline until summit trips resume for the 2022 season an April 30 (weather permitting, of course). Schedule, tickets and much more at thecog.com. And thanks to our Photo Dept manager Tinah for the shots! ***Wayne W. Presby***: "Wow!!! I couldn't be prouder of our track crew. Yesterday they assembled 160 feet of our new base tracks in four 40 foot sections. New base tracks are all steel construction 100lb. rail, steel ties, new racks, pandrol clipping system and yet to be put in place new ballast. This should impress the customers. Tinah took some great pictures that demonstrate how productive we have become with our new shop up and fully operational. I even got into the action using our new robotic welding system to weld rack spacers onto the steel ties and believe it or not I didn't break anything TODAY." ***Lynda Martin:*** "Where's Johnny (Suitor)?" ***Sue Suitor:*** "Lynda - staying on the sidelines, managing all of these hooligans..." ***Icky Scales:*** "...and he has his hands full!"





March 27th

Waumbek Winter Continues: "We may be quite done with winter, Coggers, but it looks like winter isn't quite done with us. Everything's white again! Our photographer Tinah felt kind of bad dropping Station Master Wayne off at Waumbek when she went up with the setup crew earlier this morning. But he had what he needed to make it thru the day comfortably– warm clothes, a roaring fire *(left)*, and a bag of marshmallows *(right)* for sustenance. We take care of our own! Not sure engineer Josh Bishop was quite as toasty back in M4's cab, though. He had to deploy *(right)* his built-in nose warmer about halfway through the day.

- MWCR FB page - Sun, Mar 27, 2022





March 28th

Letter to MWC Seeks Facilitator: *"*To the Mt. Washington Commission, the Harvard Negotiation and Mediation Clinical Program Report appears to be an excellent guide for the Commission. The Harvard group recommended that the Commission *"engage a facilitator to guide*

conversation regarding unresolved major questions including developing a shared vision for the summit... Outside facilitators bring a skillset to consensus building that is unlikely to be replicated by the Commission attempting to overcome these obstacles alone." It would be helpful if this facilitator were present at all Commission meetings. Sections of this letter in italics are from the HNMCP report. It was unfortunate that Senator Bradley did not inform the members of public who made the effort to attend the Commission's March 25th 2022 meeting that their comments would be accepted at the end of the meeting. *("Although regular Commission meetings are open to the public, we heard and observed that broader public participation in the meetings remains limited.)* This might have encouraged those who left before the end of the meeting to stick it out and say things that some of the members of the commission appeared afraid to say *("members do not always feel comfortable speaking and instead withhold their views.")* It would also have removed the bystander guilt of those of us who remained silent while some members of the Commission talked about what they wanted to do to the Mountain, and no one spoke for the Mountain; for restoring its ecology, integrity, intactness, flora, fauna, silence, wildness. The Committee needs to solicit public input during the Master Planning process and on its Draft Master Plan. *("... public participation should be an essential ingredient in master planning.")* The public needs to be able to submit comments on-line and the committee should host a public input meeting in each county. *(Ideas included public hearings across the state and requests for comments on the Commission's website.")* Public input might resolve the lack of a *"common vision"* for the Mountain within the Commission. *("Some interviewees noted that public attitudes could be critical in resolving important questions such as how to prioritize uses of the summit and whether to institute a carrying capacity.") "No matter how good an agreement is by some standards, if it was reached by a process that was not regarded as fair, open, inclusive, accountable, or otherwise legitimate, it is unlikely to receive support."* There was no discussion of global warming and the sixth great extinction. *("...we have found that short-term issues occupy individual Commission members' attention.")* There were no questions from the Commission after Georgia Murray's presentation on climate data. The Mt. Washington Commission, in developing a master plan that assumes and promotes the continued use of the Cog Railway, Auto Road and the summit buildings, appears to be showing an unwillingness to incorporate the science of climate change into the Master Plan. A Master Plan that fails to commit to at least a 50% reduction in the carbon footprint of Mt. Washington State Park by 2030 will fail as a guiding document. The Cog and Auto Road should also commit to this carbon reduction goal. The Summary of (Harvard) Comments states: ***"The alpine environment of the Summit and surrounding landscape is restored, protected, and preserved."*** To accomplish this the Master Plan needs to consider the phase-out and eventual removal of the summit buildings, with the exception of the Tip-Top house and a place for the observatory. Severe reduction of the septic system needs to be considered. The fragile alpine environment is no place for disposal of sewage on the ground, above the alpine research area. Since the sewage is "high strength wastewater", the causes of this need to be remedied. To understand the degree to which the existing infrastructure and visitors are degrading the Summit, the Commission needs a thorough, independent environmental and climate assessment for the State Park complex, Cog, Auto Road and entire Mountain. This document must provide very concrete definitions/guidelines of what constitutes overuse/damage and what the responses to overuse/damage will be. The Commission should consider if DNCR's insistence on convenience and consumer products is at odds not only with protecting the fragile alpine environment of the summit, but with visitors' ***experiencing it.*** Chair Bradley should consider limiting Wayne Presby's and Phil Bryce/DNCR's domination of discussions. *("We heard that... certain members hold more sway on the Commission than others.")* The Commission should *"structure deliberations to actively solicit input from each participant"* and enable a *"safe space to start having conversations."* Wayne Presby and Howie Wemyss should be encouraged to find uses for the Cog and the Auto Road that do not contribute to the environmental degradation of the mountain and to the climate emergency. Decreasing or eliminating motorized use of the Cog and Auto Road could solve the summit infrastructure capacity issues. - Kris Pastoriza, Easton, N.H."

And a New Name: "I request that the Commission consider that Mt. Washington be renamed. George Washington enslaved people. With the exception of Mt. Eisenhower, all of the presidential range peaks named after presidents are named after slave owners or those complicit in slavery. Character aside, naming a mountain after a person is inappropriate. Finding a new name or returning to a Native American name for Mt. Washington could be included as part of the Master Plan public input and deal with this issue in a fair and efficient way, before it is thrust upon the State. One of George Washington's slaves, a young woman named Ona Judge, escaped to Portsmouth, New Hampshire. Washington tried several times to kidnap her and force her back into slavery. He never freed her. She later married and settled in Portsmouth, then Greenland. Though she outlived Washington, she was considered the property of his heirs, until her death. - Kris Pastoriza, Easton, N.H." *(Ed. note: Agiocochook is a Native American word loosely translating to "Home of the Great Spirit" or "Place of the Storm Spirit")*



March 31st

Lizzie's Stirs Controversy: Penina Satlow writes on *TheTrek.co* website formerly known as *Appalachian Trials*: "Wayne Presby, owner of the Mount Washington Cog Railway, announced plans to establish "Lizzie's Station," 18 railway cars that would provide "upscale" accommodations and a restaurant near the Mt. Washington summit in New Hampshire's White Mountains. The $14 million dollar proposal would station the cars at 5,800 ft elevation from mid-May through October and would have the capacity to host 70 guests a night. Critics argue that increased development would damage the fragile alpine tundra ecosystem, and a petition opposing the proposal has already garnered over 25 thousand signatures. Presby proposed his plan on March 4th to the Mount Washington Commission. While Lizzie's Station would be built on land owned by the Cog, the project requires a variety of permits from the New Hampshire government. These would be granted on the condition that the Cog settle property disputes with the state and agree to not engage in further development on the Mt. Washington summit. In addition to drawing hundreds of thousands of tourists per year, Mt. Washington's summit is the second-highest point on the 2,194-mile long Appalachian Trail and an iconic waypoint for backpackers and thru-hikers. This is not the first time Presby has proposed luxury accommodations in the Mt. Washington alpine zone. He has tried to establish lodging near the summit since 2016, wanting to replicate the Gilded Age vacation destinations that used to grace the mountain. "There is a demand for it. People want to stay up on the mountain," said Presby to the *Associated Press.* "The project would partly fulfill his vision of bringing back hotels that once graced the mountain in the 1800s," continued the AP. These included the Summit House and the Tip-Top House, both hotels constructed on Mt. Washington in the 1850s *(Ed. note: Summit House 1 - 1852; Summit House 2 - 1873; Tip Top - 1853)*. The Cog Railway, completed in 1869, brought visitors to the summit and the hotels there. These and other "grand hotels" in the White Mountains hosted "an elite class of tourists," according to the *Conway Daily Sun*. The Cog and the Mt. Washington hotels were examples of trends of Gilded Age travel, where wealthy Americans would travel by train to luxury accommodations for extended vacations. The advent of the automobile, and the economic and social turmoil of World War I lead to a decrease in popularity of these kinds of excursions in the first decades of the 20th century. There was a fire on the Mt. Washington summit in 1908 which destroyed the Summit House and damaged the Tip-Top house, and both fell into disuse and disrepair. *(Ed note: the 1908 fire did not damage Tip Top which continued to host visitors. The Summit House (3) hotel was rebuilt in 1915, and provided accommodations until 1967.)* Presby's December 2016 plans to build a 35-room luxury hotel fell through amid harsh criticism from individuals and environmental groups that the construction would harm the fragile tundra alpine ecosystem. There are several endangered species of plants and animals that could be irreparably harmed by extensive destruction of their habitat. The opposition groups included The Nature Conservancy, The Audubon Society, The Society for the Protection of New Hampshire Forests, Conservation Law Foundation, Appalachian Mountain Club (AMC), Appalachian Trail Conservancy, and a grassroots coalition of activists called Keep the Whites Wild. In an op-ed in the New Hampshire Center for Public Interest Journalism, Jamie Sayen called the Cog Railway a "vertical scar" on Mt. Washington, saying that the railway and the proposed Lizzie's Station were "relics of the nineteenth century's exploitative land ethic." The *Change.com* petition opposing the development emphasizes that "the ecological impact…cannot be understated," and that the impact on the viewshed could also be significant. The current proposal to station

sleeper cars on the mountain from May-October was met with reactions ranging from hesitant neutrality to vehement opposition. This current proposal would need less development near the summit. Chris Thayer, the AMC's representative on the commission called the plan "creative," and David Govatski, a local retired U.S Forest Service forester expressed hope that it could ease congestion on the summit. But both expressed hesitation about the plan and its potential impact on conservation efforts. It could cause significant disturbance to the ecosystem to install the waste-water pipe and upgrade the existing fiber-optic cable necessary for the project. *(Ed. note: Initial plans called for the sewer pipe and new fiber optic cable to be hung on the railroad's trestlework, not buried in the ground.)* "I know people are concerned about the impacts on the area up there, but there's been a lot of impact there over the years anyway, and there continues to be," said Presby of the original hotel plan, as reported by *Backpacker Magazine* in 2017. At the time, he said to hikers who opposed the hotel, "Maybe you shouldn't be climbing on Mount Washington." Of the AMC's primitive backcountry Lakes of the Clouds Hut, the only overnight accommodations in the area, he said, "why should the AMC be the only one offering a hut? …I wouldn't want to stay there." For years, there has been tension between rugged backcountry hikers and the front-country amenities atop Mt. Washington. This touches on a deeper, more fundamental tension— people want to enjoy what the backcountry has to offer without pooping in a cat-hole, packing out their trash, or even breaking a sweat. This is not to say that there should not be beautiful natural places accessible by car, for those who might not be able to make the difficult treks (even more accessible would be public transit to trailheads, but that's another conversation). But when that development starts irreparably harming local fragile ecosystems, it becomes harder to justify. Humans do not have a "right" to sleep on Mt. Washington. As Sayen said, "These lands rightfully belong to the flora and fauna that are hardy enough to flourish there." Just because there is demand does not necessarily mean it should be met. As Mt. Washington is seeing an increasing number of visitors every year, it will become harder and harder to protect its flora and fauna. Maybe Mt. Washington is a "lost cause" as far as a backcountry summit—as the most visited site in New Hampshire, the government is unlikely to willingly relinquish the revenue that visitors bring. But as one of the only alpine tundra zones east of the Mississippi, any proposal for further development should be held to a standard as high as Mt. Washington's summit." - *Author bio: "I'm Penina (Satlow), known on trail as Pastor. After COVID-19 hit in the middle of college, I decided I needed the polar opposite of Zoom school, so I spent the summer outside. Last summer I did a PCT LASH through the desert and Sierra sections, followed by a bike tour across the western United States and down the Pacific coast. I'm now finishing up my senior year, spending it cooking, writing, and dreaming of more adventures."*

https://thetrek.co/appalachian-trail/plans-for-luxury-accommodations-on-mt-washington-stir-controversy



April 6th

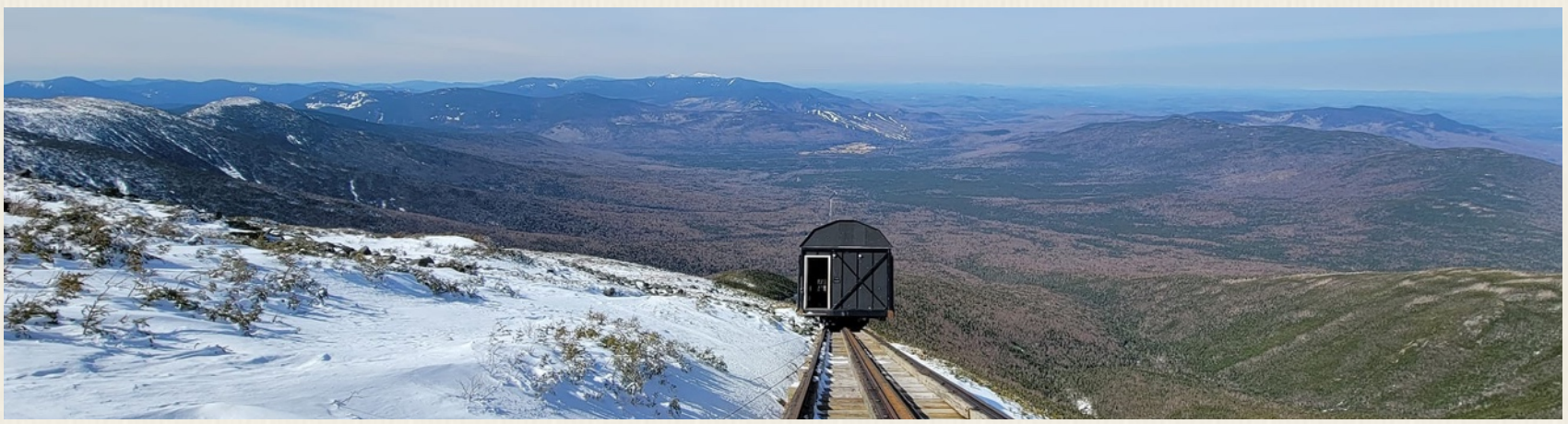
100 lb. Link Over Long Trestle & Seasonal Help Wanted: "Good morning Coggers! Our photo department manager, Tinah *(Whitcomb)*, made some nice shots this morning *(left)* of John *(Stinehour)* and Stephen *(Allen)* switching M4 at the base. Track Foreman Joe *(Houghton)* and his crew then headed up *(below)* to Long Trestle with the re-rail car to focus on upgrading the last short stretch of old, lightweight track with 100 lb rail. If you like photography and want to help us document the action on our unique mountain-climbing railway (and the many thousands of visitors from around the world who join us each year), here's your chance– we're looking for photographers! Check out all the full time and seasonal opportunities on our website at https://www.thecog.com/employment-opportunities ***Art Poltrack***: "100 lb rail is a difference maker. Go Track Crew!" ***Matthew J. Littlefield***: "For the record a being a



2022



"Photo Department Manager" sounds like an awesome job." Lots to look at in this shot *(below)* from earlier today, Coggers. At the top of Cold Springs Hill in the lower left you can just barely see the tip of our Christmas tree/Easter bush/Memorial Day shrub mounted on the Waumbek water tank. The leftward curve of Jacob's Ladder, the steepest railroad trestle in the world *(37.41%)* is clearly visible on the center right. Our work train is just beyond that, at tree line *(5000')*, with a badass crew laying 100 lb rail at what has to be the most scenic work site in New England! Our big 2022 summit season kicks off on April 30 at 9:00am and we'll be ready! Wanna help?"



Engineer/track crew member Josh Bishop's photo *(previous page)* looking back from the Long Trestle worksite prompted comments on Facebook - ***Dave Moody:*** "What an early spring, always a bonus for the track crew!" ***Josh Bishop:*** "Dave - sure is and it was great to be back up on the mountain." ***Moody:*** "Josh, I miss those views!" ***Bishop:*** "They are amazing." ***Icky Scales:*** "The snows going fast!"



April 9th

Seasonal Promotion Begins: "Good morning Coggers! Just a reminder, it's less than 2 weeks before our first Skyline trips for the 2022 season on April 22! Skyline is a region above tree line at about 5300' that, in clear weather, provides spectacular panoramic views of the northern Presidentials and the Summit cone. Round trips to Skyline are roughly 90 minutes, including a brief layover at Waumbek on the return leg, with hourly departures at reduced fares.



April 11th

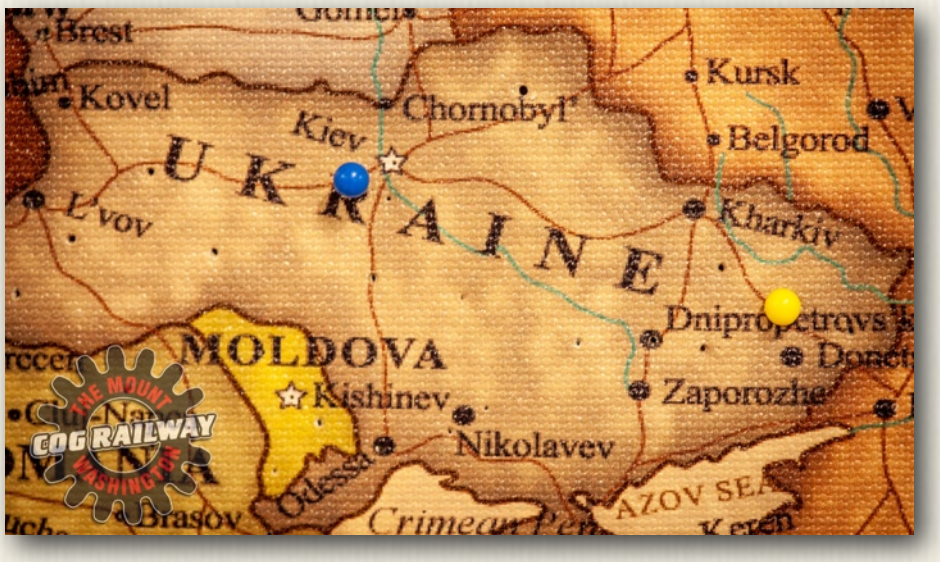
What A Difference A Weekend Makes: Josh Bishop: A beautiful but cold day on the mountain today" ***Andy X. Vanguard***: "A-1 mint day working on tracks at 5000 ft." ***Art Poltrack:*** "Is that Andy holding the re-rail car up? *(standing in tracks left)* ***Josh Bishop***: "Art - sure is lol" ***Dave Moody:*** "Aaaah ,the memories of shoveling !" ***Andy X Vanguard:*** "Dave Moody join?" ***Moody:*** "Andy, I didn't say they were good memories !" ***Diane Casey:*** "Oh you two are crazy - so much snow so cold brrrrrrrr."



April 13th

World Travelers: *(Ed. Note: the following appeared on the Mt. Washington Cog Railway Facebook page on the 48th day of the Russian invasion of Ukraine)* "Good morning Coggers, and here's a special howdy to all of our guests from down south joining us for Connecticut school break this week! One of the best parts of our job is getting to meet folks not just from around New England, but from around the globe. Over the weekend we had a nice chat with a group of friends visiting from Ukraine who rode up to Waumbek with us. In a simple act of solidarity with their war-torn country, they placed blue and yellow pins *(the colors of the Ukrainian flag)* marking their hometowns on our big lobby map *(above)*. For us, it was also a very small reminder of not just how complicated the world is, but how interconnected we all are."

- MWCR - Wed, Apr 13, 2022



April 17th

Storm Clouds Passover: "Good morning Coggers, and Happy Easter, Happy Passover, Happy Ramadan, and Happy Plain Old Sunday! This is the scene *(below)* that greeted engineer Josh Bishop when he arrived at Marshfield early this morning, with close to 8" on the ground a little higher up at Waumbek! And it sounds like there's more in the pipeline headed our way! Post this in the "it still ain't over 'til it's over" department. But here's the really big news – we passed a pretty impressive milestone yesterday *(4/16)*. For the first time in its nearly 153 year history, the railway operated daily, uninterrupted, for 365 days straight. Year-round train service



on Mount Washington is here to stay! ***Wayne W. Presby*** passed the word on to the *We Worked There Facebook* crowd: "We broke another record this past month. With the exception of the Thanksgiving and Christmas Holidays, we operated passenger service continuously for over 365 days in a row. We didn't miss a single day due to weather this winter." *- MWCR & MWCR We Worked There - Sun, Apr 17, 2022*

April 19th



"Everyone knows it's Windy...": "Good morning Coggers! Hold on to your hats and your children under 50 pounds! We have a rip-roaring doozy of a blow up here right now *(7:46 am)*, snow, sleet, ice and sustained winds in the 60's. We'd love to show you on the CogCam, but... We have cancelled the 9:00am and the 10:30am departures, but things are supposed to calm down later today. We'll be back ASAP with any additional schedule adjustments. *(11:34am)* "And we're back! This morning's severe weather has passed for the most part, so we are back on track and ready to run the 12:00, 1:30 and 3:00 departures as scheduled. It's the last couple of days for Waumbek, folks, before we climb higher to Skyline on Friday, and then it's BACK TO THE SUMMIT on Saturday, April 30!! All weather permitting, of course, but we are ready, willing and anxious to take you back to the top of New England! And the CogCam is back online, too!



https://youtu.be/65fweTlurRM

- Mt Washington Cog Railway Facebook page - Tue, Apr 19, 2022

April 20th

Coös County Planning Board Briefing: The Coös County Planning Board will meet on April 20, 2022 at 6:00 p.m. at the North Country Resource Center - Granite State Room, 629 Main Street - US 3, Lancaster, NH to receive a "Conceptual Consultation : The Mount Washington RR-"Lizzie's Station /Summit project." ***Robert Blechl report:*** "A state commissioner has officially endorsed the Cog Railway's plan for sleeper and dining rail cars near the summit of Mt. Washington, while some local residents have concerns about environmental impacts. Speaking during a project conceptual before the Coös County Planning Board on Wednesday *(4/20)*, Cog owner Wayne Presby said "Lizzie's Station," which would consist of 18 railway cars each with a length of 40 feet attached to a platform near the summit, as well as one shuttle coach (planned to be all-electric) from the station to the summit, would be open to all mountaintop visitors and would help reduce congestion on the state-owned summit circle and disperse across a wider area what has been a growing number of summit visitors. Turning out for the meeting at the North Country Resource Center was Sarah Stewart, commissioner for the New Hampshire Department of Natural and Cultural Resources (DNCR), who expressed support for the plan and said Mt. Washington has had a history of people spending the night there, the extra facilities provided by Lizzie's would reduce the need for development on the summit, and the proposal fits in with the state's master planning for the mountaintop. Some residents expressed concerns about impacts to the sensitive high-elevation area and its animal and plant species and the lack of a buffer between Cog property and state and national park property, and asked how summit overcrowding would be reduced through a project that is designed to bring more people to the mountain. To move forward, Lizzie's Station needs a variance because Coös County has a required 25-foot setback to any structures and the Cog plans to fully build out within in its 99-foot-wide right-of-way. *Plan Detailed* - The proposal that was first presented at the March 4 Mt. Washington Commission meeting involves shelter, food and beverage coaches, restroom coaches, and sleeper coaches as well as a new fiber optic cable to the summit and a new wastewater line moving sewage off the mountain. The operation that would be wholly within the Cog's 99-foot right of way would be seasonal, running from mid-May to mid-October. Earl Duval, Presby's attorney and project representative, said Lizzie's Station would facilitate future planning on how to best use the limited space inside the summit circle and help promote its safe, orderly and efficient management, deliver a new and innovative visitor experience and support New Hampshire tourism. "We'd be providing restrooms, water, additional sewer capacity, bringing in fiber, and moving some of the facilities outside of the summit circle, which is in keeping with the master plan that was done in 1971," he said. The plan comes after an unpopular proposal by Presby in 2016 for a new mountainside luxury hotel *(at Skyline - 1 mile below the*

Summit) and a more recent track and platform restoration proposal *(at the Summit)*, which Duval said was not well-received and led Presby to go back to the drawing board and consult with the DNCR, the New Hampshire attorney general's office, and other stakeholders. After two years, the idea for Lizzie's Station (which would be located near Lizzie's Monument, a memorial to Lizzie Bourne, who died from exposure near the summit in 1855) was hatched, he said.

The project entails a new track switch and two new 500-foot tracks and an accompanying platform outside of the 60-acre summit circle that is Mt. Washington State Park. The platform would be a superstructure to which the Cog coaches would be anchored. The platform area to the right is where the sleeper cars would be and the platform to the left where the dining and restroom cars would be located. To minimize visual impacts, Presby said the plan is to camouflage the cars so when someone is looking down from the summit it will look like the existing alpine meadow. The Cog has been speaking with the coach manufacturer about having shots taken of the background so the entire operation looks like the meadow, he said. "Our goal is to camouflage as much as possible," said Presby. Because of a 14.5-percent grade, the platform will be terraced to keep close to the existing grade and each coach will have hydraulic lifts to keep it flat with the platform, said Presby. "Anything you can do to buffer the visual impacts would help," said County Planning Board Chairman John Scarinza. The station would sit at about 5,800 feet in elevation. If visitors don't want to take the shuttle train to the 6,288-foot summit, they can walk on a planned path with handrails alongside the railroad track. Also in the proposal is a flora and fauna and historical education program that can be accessed via a bar *(QR)* code scanned by an app on a smartphone, with Internet provided through the new fiber optic, said Duval. A loop trail around the summit is also part of the vision to keep people off of rocks and sensitive plant species, he said. Lizzie's Station would be about 800 feet from the Sherman Adams summit building. Commissioner Stewart said she drove up to Lancaster from Manchester to show her support for the vision and what has been the Cog's creativity and willingness to hear the state's perspective. The summit is busy and crowded, which on the one hand is great because people from all over the world are being exposed to a special place in New Hampshire, but on the other hand, the state needs to think long term and preserve a quality experience "while not creating a mini New York City at the summit of New Hampshire's tallest mountain," she said. "Having this experience off the summit will alleviate the pressure to develop more at the summit," said Stewart. "Clarifying the right-of-way allows us to go forward with the master plan that doesn't leave questions on the table. There's a legacy of people spending the night at the top of Mt. Washington and I think it's something that will provide a very unique experience for Granite Staters and visitors." Scarinza said past discussions about Mt. Washington have included the idea of a cap on the number of summit visitors in any one day and asked if that discussion has occurred recently. Talks have occurred, and while other mountains across the world have a reservation system, Mt. Washington offers a large and popular hiker experience and people also reach the top in other ways, such as the Cog or Mt. Washington Auto Road,



said Stewart. While the state is working through the numbers and data points and capacity is being put into the master plan as a discussion point, an answer to any cap on capacity will likely not arrive by the time the updated master plan is final, which is expected to be the end of 2022, she said. North Stratford resident Jamie Sayen asked how Lizzie's Station will relieve congestion on the summit when the plan to bring more people to Mt. Washington. "I get that the location will be off of state property and will be somewhat removed from the Adams building, but the shuttle brings people up there anyway," he said. Currently, the Cog brings three to four trains every hour to the summit, resulting in up to 500 people in a matter of 10 minutes, said Presby. "This proposal would bring all of that traffic down to Lizzie's Station with just one train going up back and forth all day long that only has a capacity of 70 people," he said. "At most, you will have 140 people getting on and off every five to 10 minutes instead of 500 ... The plan isn't to bring more people. It's to spread out the people." Sayen said they will all end up at the Adams building at the summit. Presby said he doesn't believe that's the case because the Adams building, already too small even when built new decades ago, is crowded as it is. The shelter coaches at Lizzie's would accommodate 250 people and the sleeper coaches 70 people. Presby said peak summit days see the Cog and Auto Road taking about 1,500 visitors each and said about 2,000 hikers reach the top from different directions and trails. Planning Board member Mike Waddell said the summit building and its restrooms can be miserable when many people are on the top and Lizzie's station with its own added facilities would be a big benefit. Presby brought up the profit to be made from what will be a commercial enterprise. "I've heard a lot of rumblings about this, about how Presby is just trying to make as much money as he can off this deal," he said. "To be honest with you, that could be the farthest thing from the truth. We are in the process right now of transferring our whole company over to an ESOP [Employee Stock Ownership Plan]. We're setting up a trust that is going to be completely owned by the employees of the Cog Railway. Any benefit that comes out of these projects in the future is going to accrue to them and go into funds that they will be using for their retirement. We already started the appraisal process on that and hope to have set up by the end of the year."

(Jamie) Sayen said he has a number of concerns, particularly about impacts on alpine species and the carbon footprint, and asked for a clarification on the right-of-way. Because the project involves building out to the 99 feet, he asked if the plan is for the Cog to buy land from the White Mountain National Forest in order to get the required 25 feet on each side or if it is to seek an exemption from having a buffer at the point where there would be the maximum amount of activity. "We'd be seeking a variance for the entire 25 feet," said Duval. "I think that's a really worrisome proposition," said Sayen. "You have a high-impact operation, you're going to have toilets, you're going to have people wandering around, you will have food, will have waste and overnighters. Basically, you are going right up to the White Mountain National Forest land and there is going to be zero buffering if you get your variance." Climate change impacts are already stressing the alpine species, which either move north or upslope, and there's a big carbon footprint already impacting Mt. Washington up to the summit that overcrowding will exacerbate, said Sayen. Invasive species, too, flourish in developed high-elevation areas, he said. Sayen said he was disappointed to hear Stewart say that the updated master plan will be completed by the end of the year when there is already a proposal by at least one Mt. Washington Commission member for a moratorium on development until an environmental assessment can be comprehensively performed. That assessment, he said, should guide the master plan. "It sounds like the state writing blind, which is only going to make matters worse and put you at a disadvantage in dealing with the questions before you," said Sayen. "Until we have environmental assessments of alpine and climate issues, it's very difficult to evaluate." Scarinza said Sayen should encourage the state to consider those issues. "We also need a full assessment not just of the ecology of the 60 acres, but of the entire mountain," said Sayen. "This is an ecosystem. If we degrade one part, we degrade the system. This is not something the Natural Heritage Bureau with its funding can do in a season. I'm a big supporter of them, but a realist about their funding. The impacts of development at high elevations are profound." *NEXT STEPS* - (Planning Board chair) Scarinza reminded those in attendance that what was presented was a conceptual and not the final plan. At the county level, it will be a two-step process that will involve a conditional use permit to evaluate impacts and a site plan review of how the project will be constructed, he said. Early in the process, Scarinza said the state fire marshal's office will need to give its blessing to Lizzie's Station to ensure that life-safety codes are met. The variance request will need to go before the Zoning Board of Adjustment for approval, and that will involve a public hearing to gather input and arguments from everyone, he said. Scarinza said his list of points to address are largely impacts to plants, the location, the visuals and the night sky, and said he appreciates that the Cog team spoke with environmental groups about impacts to plants and wildlife because those impacts will need to be understood in order for the project to obtain a

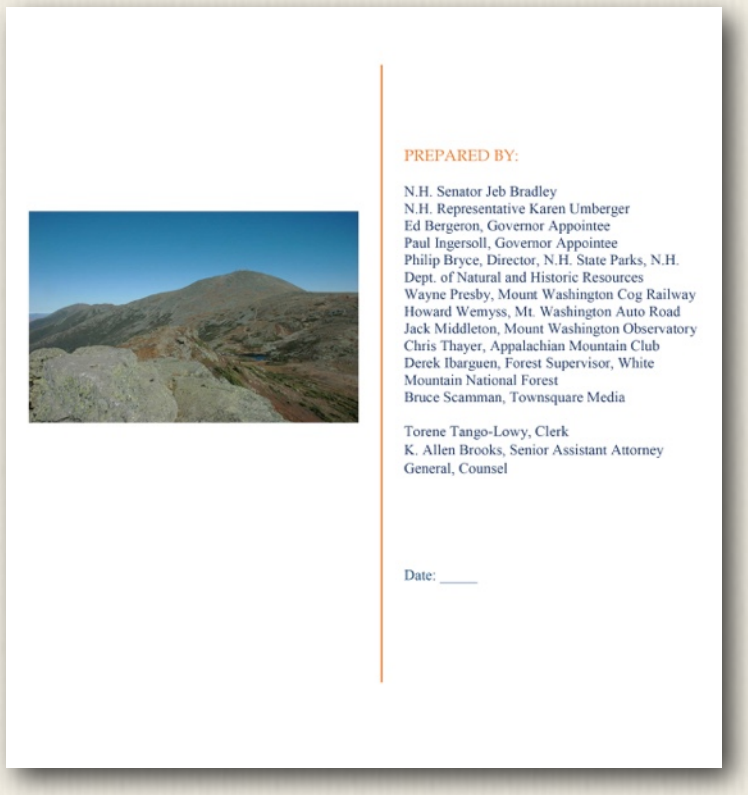
conditional use permit. Duval said the Cog will have reports from the Natural Heritage Bureau, New Hampshire Fish and Game, and other groups. Duval suggested he and Presby meet with county planners in midsummer to answer questions and refine the plan and said he expects the project application to be ready in September." *- St. Johnsbury (VT) Caledonian Record - Fri, Apr 22, 2022 pg. A1 & A2*

William Carroll reports: The *Conway Sun* assigned someone other than Edith Tucker to cover this meeting and editor William Caroll's story tracked the *Caledonian Record* account but included the following tidbits; "Natural and Cultural Resources Commissioner Sarah Stewart attended last Wednesday's meeting, she said, to show her support for the vision of the project. Stewart said she has been in discussions with both (Cog lawyer Earl) Duval and (Railway President Wayne) Presby over the last two years and wanted to applaud their creativity and willingness to hear the state park's perspective. Stewart said having Lizzie's Station a little bit off the summit will help to alleviate pressure on the summit. After Stewart spoke, Planning Board Chair John Scarinza asked whether the state was discussing the possibility of placing a cap on the number of visits to the top of the mountain at any one time. Stewart responded that it is on the list of topics in the master planning process for Mount Washington, which she said she hoped would be finished by the end of the calendar year. Chris Magness with Keep the Whites Wild then asked Presby what the overnight capacity of Lizzie's Station would be. Presby said there would be 35 rooms, with two people to a room for a total of 70 people. Magness then asked Presby whether he agreed that there might be 5,000 people on the summit of Mount Washington on a peak summit day, to which Presby agreed, adding those totals come from all sources, including about 1,500 from the Cog, 1,500 from the Auto Road and 2,000 from hikers. Area resident Roger Doucette then asked how wide the proposed cars would be. Presby said they would be narrower than the existing cars at 8.5 feet in width, but that there has been talk of having slide-outs in the cars, which could extend the width to 14.5 feet. During the conversation, Presby told the board that he was in the process of transferring the Cog's ownership to an Employee Stock Ownership Plan trust, which would mean the Cog would be owned by the employees at the railway. He said any financial benefit realized from the proposed Lizzie's Station would accrue directly to employees through the ESOP plan. He said the Cog has already started the appraisal process required to convert to an ESOP trust and that he hopes to have the ESOP up and running by the end of the year, which would make the Cog a completely employee-owned company. The conversation then went to what would be required by the board for plans, specifically the topographical requirements. It was discussed that 2-foot contours are required for the proposal. During the conversations, planning board consultant Tara Bamford suggested that the Cog go ahead and start the process for a variance on the 99-foot easement as not as much information would be needed for a variance and a variance is good for two years. The project would be wide enough that the Cog would need to seek a variance of the 99-foot easement." *- The Berlin (NH) Sun - Mon, Apr 25, 2022*

"**April 22nd**

Mt. Washington Commission: "Meeting scheduled for Friday, April 22, 2022 at 9:30 a.m. at the Pope Memorial Library. The address is 2719 White Mountain Hwy (Main St.) in North Conway."

8:44 am - "Good Morning All, My name is Ava Hawkes and I am Senator Bradley's legislative aide. In preparation for this morning's MWC Meeting, Senator Bradley asked that I bring the attached to your attention from Allen Brooks from the DOJ: there are two draft versions of the Mt. Washington Master Plan. Mr. Brooks explained that the second is a version with both normal brackets [] and curvy brackets {}. The normal brackets indicate that the Commission has not yet reached resolution on an issue. The curvy brackets indicate places where he worked to ensure things flowed better. I know Senator Bradley hopes to bring physical copies of the attached to this morning's meeting as well. I hope this information is helpful to you, please let me know if I can answer any questions." The arrival of Ms. Hawkes email just 45-minutes before the start of the meeting with two versions of what appeared to be *(right)* a completed Master Plan draft came as a surprise to many participants. They had received an email the day before



with the Appalachian Mountain Club overnight visitation data for the past five years at the five huts and sleeping facilities closest to Mount Washington. 2017 saw 28,597 bednights by guests. The pandemic year of 2020 says the fewest bednights at 6,031 when no one slept at the Madison, Lake of the Clouds or Mizpah huts, only the year-round Tuckerman/Hermit Lake Shelter and the Joe Dodge Lodge facilities provided a nights rest. 2021 saw the AMC visitation total pop back up to 15,212. Despite only operating for 3-and-a-half summer months, the Lake of the Clouds hut is the leading host in the summer huts with between 5,538 guests *(2021)* and 8,531 guests *(2017)*. The AMC told commission members "reliable day visitation (hikers passing through) is not available." Most members were expecting a draft summary of their work at the March 25th meeting when they plowed through the final 50 points of 115 that summarized comments for the Mount Washington Management plan that would follow the style of the summary for their work on March 4th. *(See Appendix - A 21st Century Master Plan?)* But here was something resembling a completed document. Chairman Jeb Bradley made his explanation the first order of business when the commission convened. Bradley said he gave NH Justice Department lawyer Allen Brooks the go-ahead to take what the Commission has agreed to, and fashion it into a draft master plan. Books said, "I wanted to get ahead of this... I wanted to give you an idea of what it would like... even where you don't have consensus you are close enough to describe it. You do have some really big items left that may no finish in time for the Master plan" but there would be a table of deliverables in the document "who's going to what and when with example of time frames. It's a ten year plan, not everything happens on day one." After a fifteen minute review of the Brooks' draft, the Commission generally gave Brooks kudos for a "well laid out" "great first draft" that was a "good starting point to refine." They spent the remainder of their day going through it, refining and identifying areas for further work. Members have until May 2nd to submit suggested changes to Brooks so he might incorporate those ideas into a second draft that will be reviewed at their May 20th meeting at Cannon Mountain. A June 10th session ahead of official public hearings on the plan was also scheduled. When an onlooker suggested to Chairman state Senator Jeb Bradley after the meeting that it looked like he wouldn't have to hire a mediator. Bradley replied, "If we hired a mediator we'd never get it done." *- Jitney Jr. observation*

Edith Tucker reports: "The Mount Washington Commission shortened its timetable for drafting a legally required Master Plan, thanks to the "above and beyond" extra effort of its counsel, K. Allen Brooks, senior assistant attorney general in the state's Department of Justice. State Sen. Jeb Bradley (R-Wolfeboro), who chairs the commission, said in the interest of commission members maintaining momentum, Brooks had volunteered to collate and organize the comments they had made on a wide range of summit issues during their last two meetings: March 4 at the Cog Railway's new Maintenance Building and on March 25 meeting at the AMC Highland Center. Last Friday's meeting was held in the recently expanded Pope Memorial Library on Main Street in North Conway. Rep. Karen Umberger of Kearsarge was not present because she was chairing a Finance Committee meeting in Concord; former state Rep. Paul Ingersoll of Berlin was also not on hand. Brooks said that after he compiled members' comments, he realized that it really "lent itself to becoming a draft master plan." He added photographs, a table of contents and the statutory language that lists the minimal requirements that must be included in a 10-Year Master Plan for the 60.3-acre Mount Washington State Park. Bradley handed out two versions of the Brooks' document. One had brackets around sentences in which member agreement had not been reached as of March 25, as well as an indication that Brooks himself had added a sentence or two either to provide a bridge or to fill in something inadvertently overlooked. Communications representative Drew Scamman of Townsquare Media said the Brooks' draft was well-laid out, and attorney Jack Middleton, who represents the non-profit Mt. Washington Observatory, said the DOJ attorney should get "a vote of thanks." Howie Wemyss, representing the Auto Road, said he had a lot of questions after his first read-through and that he'd underlined a number of statements that needed clarification. Chris Thayer, representing the Appalachian Mountain Club, said he'd like to see the draft section on the environment be revised to emphasize that the state park is part of a much larger landscape of the nearly 800,000-acre White Mountain National Forest which operates under its own 2005 Forest Plan, including administrative changes and amendments. "The Mt. Washington State Park is not in a silo; it's surrounded by the WMNF," Thayer said. Director Phil Bryce of the state Division of Parks and Recreation noted that the document should list all the legal interests and leases in the park and also use the division's legal name. Although the draft document emphasizes cooperation between the summit partners, there is also competition for tourist dollars, he said, noting that the state's parks are self-supporting, except for its hefty capital projects. The document places a greater emphasis on the natural environment as well as all partners understanding their stewardship responsibilities, Wemyss said. He urged that a baseline inventory be made of current summit conditions. State capital dollars may have to be appropriated to pay

for the professional expertise required to do an up-to-date science-based inventory of the summit, Bradley said. A public/private funding effort could be launched, Wemyss added. The state Natural Heritage Bureau, which keeps records of known locations of rare plant species and natural communities, is particularly concerned about invasive species on the summit, Bryce noted. Visitor surveys are essential to better understand what members of the public want when they travel up to the Mt. Washington summit by foot, in a Cog train or in vehicle on the Auto Road, Thayer said. "To understand the 'visitor experience,' we will have to think outside the box, possibly by using online digital techniques to collect current data," he added. "This is 'their' mountain; it's a public resource." Citizen activist Jamie Sayen of Stratford pointed out that although the Commission's membership is designed to provide broad representation, there is no voice for the "nonhuman" alpine species of flora and fauna. He said he would like to have independent environmental assessments of the summit flora, fauna and climate completed before the master plan is officially adopted and before the Coös County Planning Board for the Unincorporated Places accepts an application to permit the Cog's proposed Lizzie's Station on its fee-owned right of way. "There are limits to nature that are nonnegotiable," he said, adding that human behaviors can damage the health and sustainability of a fragile environment. State park summit visitors, Bryce said, do have the opportunity to learn about environmental ethics and to gain an understanding of the very special places on top of the state's 4,000-footers, leading them to recognize the special nature of the state's high-elevation peaks. The draft document also addresses how today's technologies could be used to increase visitor awareness and also to access science-based interpretive materials. Other area residents interested in becoming informed enough to register their thoughts and concerns included cartographer Larry Garland of Jackson (not representing AMC), Conway Historical Society treasurer Gary MacDonald of Conway, and Mt. Washington Observatory board officer Rob Kirsch. Two public master plan review meetings likely will take place before September — at dates and locations still to be determined."

- The Berlin (NH) Sun - Mon, Apr 25, 2022



April 27th - 28th

Spring Snow: "Good morning Coggers! Winter continues to overstay its welcome, at least above tree line. The Mount Washington Observatory at the summit is reporting snow, ice, high wind speeds, and sub-zero wind chills continuing over the next couple of days. Our track crew *(above)* working up on Long Trestle concurs, using somewhat saltier language addressed to someone named Sherlock that translates loosely as "you don't say?" The race is on to tie in the last sections of 100 pound rail before our summit trips resume as scheduled on Saturday (weather permitting, of course). Schedule, tickets and much more at thecog.com. Thanks once again to Josh Bishop for the photo." ***Cynthia Hotchkiss Kiedaisch:*** "I love the translation to "you don't say"… so polite!" ***Mount Washington Cog Railway:*** "Cynthia - We have the most well-mannered track crew in the business...(NOT)"



MWCR: "Good morning Coggers– it's beginning to look a lot *(right)* like Christmas, April 28, 2022!" ***Dee Boisclair***: "Good Grief!" ***Susan Gummerus Presby:*** "Dee - that is mild

compared to what I said this morning." ***Tim Lewis:*** "Susan - So you work on the track crew, too? Or do you just speak track crew?" ***Gummerus Presby:*** "Tim - I just speak track crew fluently" ***Lewis:*** "Susan - it's good to keep some historic cultural languages alive - brava!"





April 30th

Snow Go!: "Good Saturday morning Coggers! You know what they say about the "best laid plans," etc, etc. Our plan was to reach the summit today with the first passenger trains of 2022, but a recon mission up top yesterday *(4/29)* determined that conditions are still too hazardous for sightseers. Due to high winds, ice and drifting snow, we'll be stopping at Skyline all day today. Stay tuned for updates regarding tomorrow's schedule." ***Richard Kroeger:*** "Somebody must have money and resources to blow to try to get to the top in these hazardous conditions. So silly.... Just wait for better conditional so no one gets hurt!!" ***Mount Washington Cog Railway:*** "Richard - Exactly, which is why we won't take you to the summit in these conditions! But like any other well-run railroad, we don't consider it "blowing" money and resources to do the very difficult, sometimes dangerous work necessary to ensure that it is safe to bring passenger trains to the top." ***Steven Page:*** "They are called the White Mountains for a reason!!" ***MWCR:*** "Steven - Yes they are, but not because of snow. It's because of the way mica schist reflects sunlight, causing the rocky landscape to appear white in certain lighting conditions. Some of the first European settlers in the region referred to these as the Crystal Mountains for that reason." ***Page:*** "Wow, thanks for the "rest of the story" *- MWCR Facebook page*



May 1st

No Summit Today Either: "Welp, the calendar may say May, Coggers, but the summit still says February. Things have settled down a bit from yesterday's *(4/30)* brutal wind, but heavy, drifting snow will keep our passenger trains from making it all the way to 6288' again today. The good news? Today's forecast for clear, sunny skies



and visibility to the horizon should make the view from Skyline (5300') unforgettable!" ***Eric Cunningham:*** "Ha, The Summit sez' whatever it wants…"

May 3rd

Plugging Away: Cog engineer & photographer ***Josh Bishop posts*** on his Facebook page***:*** "Another successful day - 2 more days." ***Dave Moody:*** "Track Crew Rules !" ***Paul Forbes:*** "Looks like you guys are moving along nicely... Seems like you have picked up the pace!" ***Bishop;*** "We sure are... things have started thawing out and coming apart easier." ***Susan Gummerus Presby:*** "Great job guys!"



May 5th

A Morning Facebook Teaser: "It's a big day around here, Coggers. A really big day. Maybe even the biggest day since the Railway's founder, Sylvester Marsh, came home and collapsed in his recliner, cracked open a coldie, and with a single word, summed up the immensity of his great accomplishment: "Phew!" Stay tuned." ***Art Poltrack:*** "Track crew rules!" ***Dave Moody***: "You need a "gold" lag bolt to tie the final pieces together!" ***Mount Washington Cog Railway***: "Dave - now you've done it." ***Kristina Mai***: "I sure hope it isn't that the hotel or other accommodations proposed were approved. Nothing else should be built on that mountain. Nothing." ***MWCR:*** "Kristina - Obviously we have a difference of opinion about who should be able to enjoy the mountain and how, and that's an argument that has gone on for more than 2 centuries. But at least what little we do build, we build on our own property." ***Mai***: "Some places should remain wild and sacred. Mount Washington is one of those treasures. Consider what building on "your" property does to the environment, the mountain, the climate and the wildlife. Is this really necessary? It's all about money. Let's keep the whites wild." ***Sean Collins:*** "Kristina - Not your mountain. And the Cog has rights. I would love to stay in their train car hotel." ***Peter Marshall:*** "I am in favor of any and all accommodations pertaining to the Cog Railway on top of Mount Washington - you need to remember that years ago there was a hotel on top, where the state building is now - the particular building burned down and they rebuilt it again. I've hiked numerous times in the mountains when I was younger and I would love the opportunity to have an overnight stay at the Cog - I don't think anything that they're doing is environmentally unsafe. I favor any improvements that they strive to achieve." ***Wayne W. Presby:*** "Peter - Thank you for posting this. It is nice to have some support from someone who is familiar with the mountain, its history and its importance to New Hampshire tourism." ***Jeanne Stapleton:*** "Peter Marshall a lot of things were around 100 years ago, doesn't mean they should be now." ***Denis Finnerty:*** "You've gone back to full steam because diesel prices are crazy! Hooray long live Steam!!! Hip hip hooray!!!" ***MWCR:*** "Denis - nope and nope. And sorry to say, the steamers cost more than the diesels." ***Finnerty:*** "Mount Washington Cog Railway a guy can dream right? Lol" ***Travis Simons:*** "Sleeper cars and restaurant car at skyline is the rumor I have heard." ***MWCR:*** "Travis - wrong rumor. It's way bigger than that." ***Simons:*** "ohh!"



2022



Spiking the Re-Rail: "We did it, Coggers! The largest, most difficult and complex infrastructure project the railway has ever undertaken is finished! This afternoon, General Manager Ryan Presby *(right)* drove the ceremonial "Golden Spike" (OK, it actually was a rail clip hosed down with gold-colored spray paint, but that doesn't sound nearly as romantic), marking the completion of a three-year effort to improve and modernize our 153 year-old mountain climbing cog railway! We have successfully re-railed the entire three-mile route from base to summit with heavyweight, 100lb (per yard) rail. The last time a project like this was initiated (in 1870, a year after our first passenger trip to the summit), it took 23 years to complete! That rail, 25lb "T" rail, had survived as long as a century and a half in an environment as harsh as any on the planet. It guided and supported countless excursions carrying millions of visitors from all over the world. It also provided a solid foundation for the livelihoods of many generations of the real "Coggers," folks who devoted seasons or years of their lives to putting our trains safely on the hill every day. To so many of us, that rail was as much a part of Mount Washington as the sturdy landscape it traversed.



President Wayne Presby was on hand today to congratulate the crew that made the final tie-in this morning up at Skyline. These guys here are just a handful of the total number of individuals responsible for this remarkable accomplishment. We'll have much more detail about the project, both here and at thecog.com, in the coming days and weeks, but for now, we're going to take a breather and rest assured that the Mount Washington Cog Railway is ready to climb to the top of New England for the next 150 years of its history! The first passenger train to the summit of Mount Washington for the 2022 season departs Marshfield Station tomorrow morning, May 6, at 9:00! ***Paul Forbes:*** "What an accomplishment! Great job by real Coggers!" ***Rob Dunn:*** "As long as you don't build any more on our beautiful white mountains I'm happy" ***Mount Washington Cog Railway:*** "Rob - Only ever on our own tiny little historic swath of this one beautiful mountain!!" ***Stephen Bourassa:*** "So, I'm assuming that you're not letting this $ pass by. Selling souvenir pieces of 1870 rail would be a hot seller to the many that grew up on, around or with the Cog, including myself." ***Phil Beroney:*** "Great job guys! Massive push to finish!!" ***James M. Pittman:*** "Wow, both you and Pike's Peak completing rehabs for the next generations of mountain cog travelers! Awesome!" ***Coral Hampe:*** "Congratulations! And thank you for the piece of rail I purchased for Christmas!" ***MWCR:*** "Coral - a piece of history!" ***Coral Hampe:*** "And deeply personal. My husband and I took the Cog the day we got engaged, July 19, 2005. One of the engineers was the first person I told."





May 6th

Friday Re-Rail Follow-Up: "Here's more from yesterday's final rail section tie-in at Skyline, and the Golden Clip ceremony when the crew returned *(previous page & below)* to Marshfield. The text of our official press release follows. Many thanks to Adam *(Kendall)*, Josh (*Bishop*) and Tinah *(Whitcomb)* for the great photographic coverage!



Crew Shot: Front row*(L-R) Mark "Cookie" Sodergren, John Anthony, AJ Guthridge, Liam Scales, Steve Allen, Ryan Presby, Wayne Presby and Josh Bishop.* ***Back row****(L-R) John Stinehour, Eli August, new guy ? :). and Adam Kendall.* ***Comments: Judy Benson Erickson:*** *"Missing Keith F(arias) Here."* ***Kathy-Rae Emmi:*** *"Wowza way to go! You all should be proud of your accomplishments!"* ***Jim Viar:*** *"Hard workers all....."* ***Anita Frieda:*** *"The best, great person in the Picture is Cookie."* ***Rick Gardner:*** *"Lookin good Team Cog..!! (2022)*
- Mount Washington Cog Railway photo

FOR IMMEDIATE RELEASE

First-in-the-world alpine railway innovates and retools for the twenty-first century

On May 5, 2022, New Hampshire's Mount Washington Cog Railway marked the completion of a three-year effort to rerail and modernize its historic route to the summit of the highest peak in the northeastern United States. The railway's General Manager, Ryan Presby, installed a golden rail clip, symbolically marking the final step in the largest project undertaken by the railway since it was built in 1869.

In 2018, the railway's management and engineering team made the decision to replace the three-mile route's 25 lb. (per yard) rail with 100 lb. rail, a labor-intensive process that was estimated at the time to take 7 years to complete. During the early stages of the COVID pandemic, the railway was closed to passengers over the months of April, May and June of 2020. The track maintenance crews used this down time to their advantage.

Progress was slow at first, with the installation of only 40 feet of rail per day. But as the crews became more proficient at using new equipment and methods, the rate of work improved immensely. They would go on to lay as much as 800 feet of rail in a single day, re-railing the entire route in half the time previously anticipated.

To facilitate safety and efficiency in a harsh mountain environment, a specialized maintenance car *(right)* was designed by the railway's Engineering Department and built in its maintenance shops. Completed in the Spring of 2019, the enclosed maintenance car is open to the track below and equipped with its own knuckle

boom crane, all new hydraulic track maintenance tools, and racks and storage areas for the rail, joint bars, and all other components needed to complete the project.



The lightweight rail was put in service on the line as early as 1870 and required additional wooden support to secure it to the cross ties. The newly installed heavyweight rail is fixed directly to the ties, eliminating the need for the additional support and much of the routine track work necessary to keep it in good repair. Due to the unique nature of the Cog Railway, over 10,000 custom tie plates were fabricated, utilizing Pandrol weld on shoulders and clips used to fasten the rail to the ties. Standard railroad spikes were replaced with railroad bridge screws which provide better adhesion of the tie plates to the ties.

With its inaugural ascent to the summit of Mount Washington on July 3, 1869, "The Cog" became the first mountain-climbing cog railway in the world, and a marvel of the nineteenth century. Greeting the work crew as they returned *(left)* to the Base Station on Thursday *(5/5)*, railway President Wayne Presby said that this twenty-first century investment of capital, expertise and physical effort has ensured that the Railway will continue to thrill and inspire visitors from around the world for generations to come." ***Paul Forbes:*** "There's nothing that can't be done in-house at the Cog" ***Scott Johnson:*** "Well done Boys. Well done" ***Maryann Bourque McCormack:*** "Really awesome photos… thx!" *- MWCR - Fri, May 6, 2022*



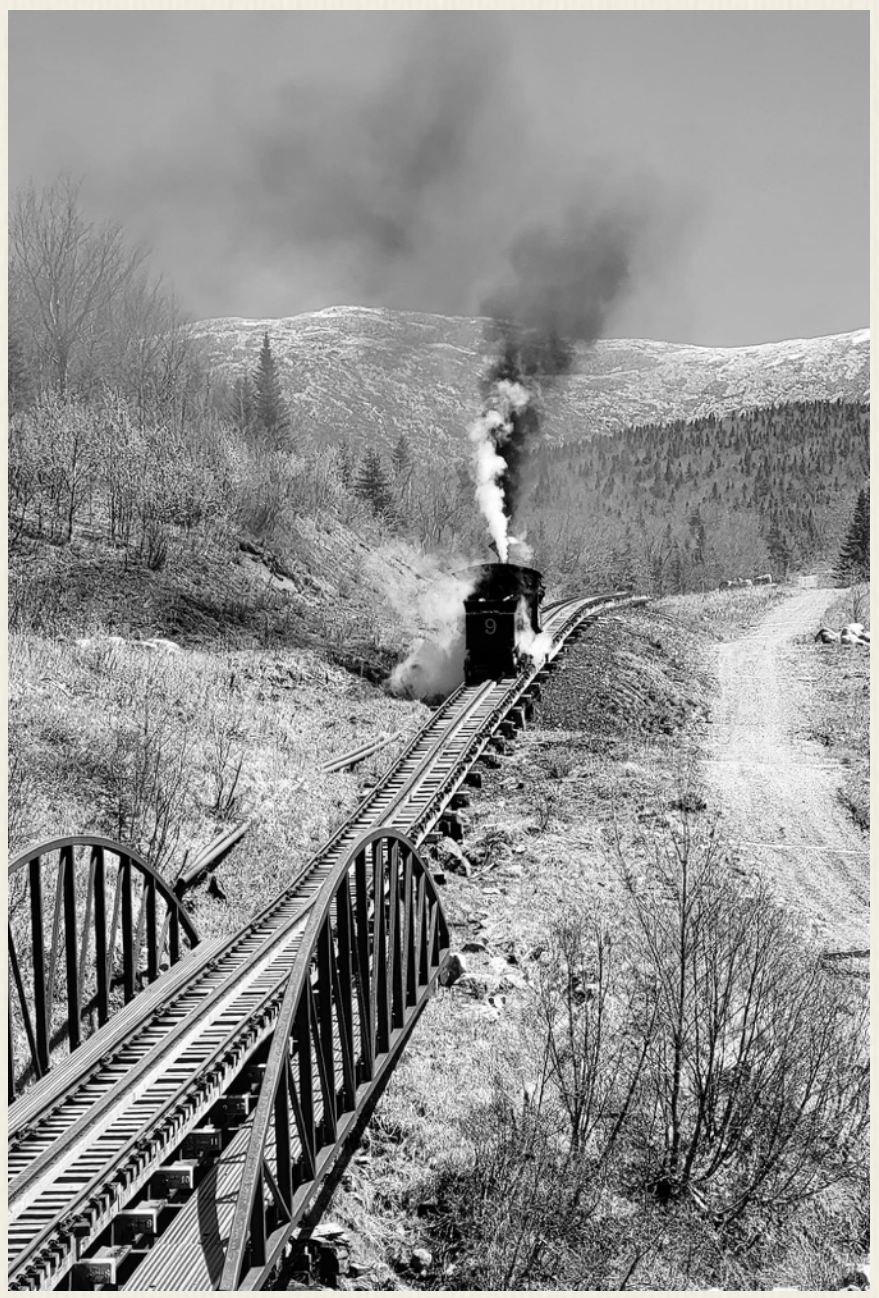
May 13th

it's ALIVE!!: "MW9 made her 2022 debut yesterday *(5/13)* as Cookie *(Sodergren)* and the crew brought her out of the shop under air pressure. Final prep work on the old gal is wrapping up, and beginning on May 28, you too can ride to the summit of the highest peak in the Northeast powered by this vintage 1908 steam locomotive! Steamer seats sell fast and weeks in advance, so highball it on over to thecog.com for tickets!" The Friday the 13th rollout *(left)* sparked some Cog comments on Andy X. Vanguard's Facebook page when he posted the video he'd made that day. ***Mike Noel:*** "When is steam trial?" ***Andy X Vanguard:*** "Possible fire up next Tuesday and gradual testing at base for a few days." ***Noel:*** "awesome... can't wait to see it back on the hill!" ***Art Poltrack:*** "Great Job on winter maintenance and upgrades! Should be smooth as silk." ***Andy:*** "Mark Sodergren's fine diligence." ***Art:*** "Mr. Sodergren has that discerning eye." Poltrack posted a picture *(below)* of the new running gear. ***Paul Forbes:*** "Even on air it sounded smooth." More comments were in store when the official Cog FB page posted the video Saturday to help spur ticket sales (above). ***Lw Barrett:*** "I remember fondly, the many trips up the hill, I took, running the *Waumbek*, over the many years I worked as an engineer!" ***Rocky Thompson:*** "My grandfather ran number 9 for over 30 years Frank Thompson." ***Joshua Casey:*** "Awesome!! Curious how much air









MWR No. 9 Waumbek out of the barn, under steam, freshly painted and ready to test the new gearing on its frame. The engine arrived brand-new from ALCO's Manchester Locomotive Works in 1908. The 2022 steam season begins Memorial Day Weekend. (2022) - Josh Bishop Photos

pressure does it take to move it like that? Assuming that it is comparable to the steam pressure if fired? Odd question but just curious." ***Vanguard:*** "Yeah comparable - it will move on flats at about 60 psi, but you'll need 100ish to conquer any meaningful grade." *- MWCRy - Sat, May 14, 2022 & Andy Vanguard - Fri, May 13, 2022*

May 19th

Gear Test: The new gears under the No. 9 *Waumbek* steam locomotive got a mountain workout under steam on Wednesday *(5/19)* at the Mount Washington Cog Railway. Engineer & photographer Josh Bishop posted a series of photos of the refur-



Mid-May Mountain: *Hikers shelter from the wind behind Stage Office. Coach parked for patrons ahead of Summit Housing opening (May 18, 2022)*
- Josh Bishop Photo

bished engine that evening on his Facebook page. Cog Railway co-owner Susan Gummerus Presby then shared the series on her page. The images appear on the previous page.

May 20th

Cog Plug: Good morning Coggers– we've got a heat wave headed our way this weekend, with high temps approaching– get this– 90 degrees!! But the REAL steamy conditions are still a week away. Memorial Day weekend marks the official start of the 2022 summer season, and you know what that means– steam trips are back! MW9 has been sneaking out in between passenger trains all week, with the crew kicking the tires (so to speak) and making final adjustments. Starting Saturday, May 28, passenger trips powered by this unique 1908 mechanical marvel go up daily at 8:30 and 3:00, with our custom-built diesels picking up the slack hourly starting at 9:00. Schedule, tickets and much more at thecog.com. Oh, and Josh Bishop really outdid himself *(with the photos)*. ***Susan Beaulieu***: "So happy you got this old engine working again." ***MWCR:*** "She's been working since 1908!" ***Huston Jacobs:*** "She was my favorite locomotive. Steamed well, and I never broke a shaft!" ***Don Hedenburg:*** "What is that cylinder on the fireman's side?" ***Andy X Vanguard:*** "Tube bundle pre-heater for feed water pump prior to entering boiler." *- Mt. Washington Cog Railway Facebook page - Fri, May 20, 2022*

Mt. Washington Commission: "Next meeting is on Friday, May 20, 2022 at 9:30 a.m. at Peabody Lodge, Cannon Mountain." ***Jitney Jr report***: "The Mount Washington Commission will spend its next meeting *(June 10)* finalizing a draft of a new Master Plan for the 60-acre State Park located atop New England's highest peak before it goes out for a round public information sessions to get feedback. The Commission is working on a new strategic plan for the 6,288-foot summit that was supposed be delivered more than 40 years ago. Friday *(5/20)* the panel went through a list of "deliverables" – what should be done, by who and by when. However, New Hampshire Parks and Recreation Division director Philip Bryce will likely not be around for the actual implementation of the plan next year. After more than twenty years in state government, Bryce told the group he has asked not to be reappointed to the position he has held since 2011. "It's a decision I reconsider every day," said Bryce "because I enjoy my job." Bryce says he is most happy with the "extraordinary turnaround" in how the Commission is working after what he called "a frustrating ten years." Bryce says he is not sure when he will leave but said he does have a permit to hunt elk in Wyoming in the fall.

The Commission's Friday session began with a presentation on "non-native plant species in Mt. Washington State Park and other alpine areas of the White Mountains." The Natural Heritage Bureau and White Mountain National Forest say New Hampshire's alpine summits need to be protected from some 58 species of plants that have sprouted in the tundra zones of those mountains – largely due to human activity. Left unchecked, they say the non-native growth, like dandelions, would overtake the native alpine plants. The group

says a seven-year effort, spearheaded by the National Forest Service, to remove dandelions from the Ball Crag Snowbank Meadows on Mt. Washington has shown success with fewer and fewer pounds of dandelions needing to be removed – from nearly 60 pounds in 2015 to less than a pound in 2021. They say rapid intervention is the least costly way to deal with the problem. Cog Railway president Wayne Presby wasn't convinced it was a problem pointing to a 1905 *Among the Clouds* article contained in the Jitney Years project's *Vol. 3A Aggregated Timeline* that said dandelion greens were being harvested from the mountaintop and served to guests at the Summit House. The biologists say visitors to Mount Washington and the methods they use to get there – railroad, auto and by foot are the source of the unwanted seeds. Kris Pastoriza of Easton attending her first master planning session asked why not just limit the people on the mountain to solve the problem? Commission chair State Sen. Jeb Bradley said his biggest and absolute goal in this planning process is "to continue let the public continue to access the state park," including those who can't hike the mountain. Cog Railway president Wayne Presby noted the Dartmouth College sale of the mountaintop to the State requires access be afforded to all the people of New Hampshire. State Parks director Bryce says the group is following the law and imposing that type of visitor limit is not what they are charged by legislature to do. "You would have to get a different statutory direction," said Bryce. Pastoriza, a Wellesley-trained studio artist, who successfully protested the Northern Pass powerline project, grew frustrated listening to the development of the to-do list. "You're looking at it based on economics… making money for the State Parks," she said. "Where's the reality of global warming?" The talk of infrastructure and access to provide a good experience for park visitors prompted Pastoriza to ask "Is the Mountain on its own *not* providing that experience?"



Master Planners: *N.H. Senior Assistant AG K. Allen Brooks, who drafted the proposed plan, N.H. State Sen. and Commission Chair Jeb Bradley (R-Wolfeboro) and Commission member Jack Middleton with the White Mountain Observatory going through the draft master plan. (2022)*
- William Carroll photo / Berlin Daily Sun

Commission members generally agree the mountain has a limited carrying capacity when it comes to visitors, but they don't know what that number is. Beyond the fire marshal's limit for people in the Tip Top House and Sherman Adams building and the State Park is a sixty-acre circle open to all. Commission members want better numbers on how many people visit each year. Cog Railway General Manager Ryan Presby says hikers are already visiting the mountaintop and getting in trouble. The day before the meeting some hikers, unprepared for the weather conditions, discovered the Sherman Adams building and Tip-Top were closed and entered an unlocked railroad passenger coach *(previous page)* parked at the Summit to safely spend the night.

The Commission will back a budget request for an assessment of Mount Washington by an outside consultant to determine a baseline of environmental conditions, and then suggest mitigation and restoration measures. Natural Resources Department Commission Sarah Stewart says she will put such a line item in her next request, but said everyone on the Commission will need to show up to testify in favor of it.

- Cog Clatter - Sat, May 21, 2022

2022

May 21st

9am Service Update: "We've added a 3:00 departure to the schedule this afternoon, due to high demand." ***Charles Bapp Jr.:*** "Went up today 3' feet snow up there and snowing."

- MWCR Facebook page - May 21, 2022

Ski Rescue: *"*Fish & Game Conservation officers were notified of an injured backcountry skier via 911 on Saturday *(5/22)* afternoon at approximately 2:50 p.m. The report came in from other skiers who witnessed one skier tumble and fall several hundred feet while skiing down the Great Gulf on a ski run known as Airplane Gully. The skier, identified as Kirsten Hugger, 37, of Mont Vernon, N.H., had been attempting to ski the steep terrain when she fell, striking rocks in the process. The other skiers who witnessed the event came to her aid, including an off-duty Durham firefighter and EMT who provided a medical assessment. While Fish and Game and volunteer rescue resources were be- ing marshaled, the group of skiers began extricating Hugger at least 700-vertical feet back up to the rim of the Great Gulf. From there they assisted her over to the Cog Railway tracks. While a Fish & Game Conservation officer and volunteer from Mountain Rescue Services (MRS) were making their way to the skier from the Auto Road, the group that had helped Hugger out of the gulf flagged down a train from the Cog Railway. The train stopped and agreed to take her down the mountain to the Base Station. Hugger and her skiing companion had skied on the East Snow Fields earlier in the day and had ventured over to the Great Gulf for one last run when the accident occurred. Hugger is an experienced backcountry skier. Hugger's injuries were not considered life-threatening, conservation officers said, but were significant enough that she needed assistance in getting out of the steep ravine."

- AP report in St. Johnsbury (VT) Caledonian Record - Mon, May 23, 2022 pg. A6 & Tue, May 24, 2022 pg. A3





May 24th

Welding Rack: A rather ritzy work train rolls out on Tuesday *(5/24)* morning with engineer Josh Bishop on board and posting some of the scenes *(above & left)* as he saw them on his Facebook page with the caption "This morning's office views." The crew only needed a welder and decided to put it on the front platform of a passenger coach rather than fuss with a full-fledge work car. As they made final welds on some of the new rack installed for the season.

May 25th - 27th

From Top to Bottom: *"*Pavement on the 5 mile stretch! History in the making. Thank you to Central Paving crews out of Jefferson, NH, and especially to their drivers who had to drive the dump trucks *backwards* up the 5-mile stretch to access this section of road. / "For the first time in its 161 year history, the Mt. Washington Auto Road is a solid ribbon of pavement from the base to the 6,288' summit. Opened on August 8, 1861, the Mt. Washington Auto Road is the oldest man-made and continuously operating tourist attraction in North America. Built by hand using shovels and



Closing the Dirt Gap: *All paving photos courtesy Mt. Washington Auto Road (May 2022)*

black powder to clear rocks, the Auto Road ascends over 4,000' of elevation in 7.6 miles from scenic Pinkham Notch to the summit of Mt. Washington. For the majority of its history, the road was a rough surface of dirt and then gravel, first traveled by horse and mountain wagon, and then by car at the turn of the century. It has always been a rite of passage for automobiles and drivers, giving credence to the famous bumper sticker: "This Car Climbed Mt. Washington." The Auto Road saw its first sections of pavement in the early 1970s and sections have been added in subsequent years. Until today *(5/27)*, only the section of gravel known as the "5-mile" remained as it was the most challenging to pave. Over the past several years, the Road Crew made many improvements to this section, including widening the surface, and increasing the number and size of culverts for water drainage. Full pavement top-to-bottom intrinsically makes the drive on the Auto Road much more smooth and diminishes the likelihood of a road closure, and has been a goal for the family-owned and operated business. The gravel section was prone to "peeling" in rainy conditions, whereby





the dirt would come off the road surface and onto the tires of the vehicle, eliminating traction. The Auto Road would close to all traffic when this occurred. Maintenance of the gravel section was labor and fuel intensive. Every day Road Crew staff would water the road surface using several dump-trucks full of water. Tons of gravel would be used each year to repair erosion. The pavement will prevent that material from draining onto the sub-alpine terrain. Nat Putnam, who is celebrating his 40th season working on the Mt. Washington Auto Road this summer remarked about the paving, "it's the end of an era." Car-race enthusiasts already have nostalgia for the iconic spray of dirt at the transition from gravel to pavement in the Subaru Mt. Washington Hillclimb. That event, which will likely return to the Auto Road in 2024, may see even faster times from base to summit. Travis Pastrana broke his own record in 2021 with a blazing time of 5 minutes and 28 seconds. But for guests of the mountain maintaining safe traveling speed at no more than 25 mph, the ride to the summit will remain an exhilarating experience and



drivers and their automobiles still earn the bumper sticker with each ride given out at the Toll House. The Mt. Washington Auto Road opens for 7-day a week operations, weather permitting, on Saturday, May 28th."

- Mt Washington Auto Road press release - Fri, May 27, 2021



In the Right Order for First Out!: "We've got a game of musical choo-choos going on up here, Coggers, as we line up the fleet for tomorrow's *(5/28)* kickoff of Memorial Day weekend and the 2022 summer season! If you're coming up this way, keep your head on straight, your eyes on the road, and your heart where it truly belongs – with all those who continue to sacrifice to make the world a better place. Trainmaster Andy Villaine eased MW9 into its spot at the head of the line for "first out" at 8:30 tomorrow morning."
Andy Villaine: "Here comes the busy season!"

- Mt. Washington Cog Railway - Fri, May 27, 2021

May 28th

And Away We Go!: **"**And just like that, Coggers, with a blast of steam and a puff of smoke, the 2022 Summer Summit Season is off and running! The other day, we rode with engineer Cookie Sodergren *(below right)* and fireman apprentice Liam Scales *(left)* as they took MW9 up to Cold Springs for a test run. Cookie is on the throttle again today *(8/28)* for the 8:30 and 3:00 steam trips. In between, our custom-built diesels run every hour on the hour until



Happy Memorial Day: *First run (2022)*
- Josh Bishop photo





3:00." ***Sam Cafiso***: "I had the opportunity to feed the fire from the cab of the engine. Shoveling a ton of coal was never so much

fun. Oh, and blowing the whistle at the summit....”
Allan Waterbury: “Cookie is one of the best young men on the planet! He loves his job and is very good





at it! Way to go Cookie!!” ***Icky Scales:*** “I draw a deep breath, taking in the sweet smell of yesteryear as the rich aroma of burning coal mixes with the steam. The distinct “chuff, chuff” it makes and has produced for over 100 years as the steam pushes and pulls the pistons, coercing the train up to speed. The rods driving the cog with force, moving the locomotive ever forward, cupeled with the jangly, strident sound of the cog falling into place in the rack. As if this isn’t a symphony in itself... we reach the pinnacle of the performance as the whistle sings the tune of the Mount Washington Cog Railway.”
MWCR: “ummm… we suddenly feel compelled to take a cold shower…”

- Mt. Washington Cog Railway Facebook page - Sat, May 28, 2022

June 4th

Video Shoot B-roll & Edit: “Good Saturday morning, Coggers! It may be a pea-souper and a little wet for some of you out there this morning, but here in our neck of the woods, the weather gods turned it up to 11! C’mon up for a stellar ride to the top of New England! Hourly diesel departures all day, with another steamer trip at 2:00. / Well, it’s not exactly a Cecil B. DeMille production– there’s no cast of thousands, just Cookie, Liam and Andy and a coach full of extras. But it’s always dramatic watching the boys take MW9 up the hill. Re-runs tomorrow at 8:30 and 2:00!” ***Paul Forbes***: “Tell Liam to close that door faster!” ***Liam Scales:*** “Now I know, thanks Paul!” ***Forbes:*** “Best job on the hill!” ***Dave Moody:*** “Liam, You are faster than Paul, don’t listen to him!” ***Paul Forbes:*** “Dave - probably true this year!” *- Mt Washington Cog Railway page - Sat, Jun 4, 2022 two posts with two videos*





Literally Over the Rainbow: “Of all the things we love about working at the Cog Railway, the diversity of the weather on Mount Washington is at the top of the list! For instance, yesterday *(6/4)* afternoon, MW9 *(our c.1908 steam locomotive aka Waumbek)* sat proudly *(left)* at the summit as a spectacular rainbow formed below. Many thanks to Brakeman Andy *(Villaine)*, who came out in the nick of time to grab the shot.
Brian Pfitzer: “I shared the wonder of the Cog and Mt Washington hotel with some friends from Phoenix the Thursday *(5/26)* before Memorial Day weekend. Parking lot had three vehicles at 6pm. What a hoot!! So nice to be able to avoid the crowds. My girlfriend worked at the

Cog at the restaurant as I recall. AND!! the mayor of Concord is Jim Bouley. His dad was a lobbyist back in the eighties when I was a legislative aide in the Statehouse. AND!! He still is a lobbyist of sorts in his later years for... Wait for it… The Cog!!" ***Mount Washington Cog Railway:*** "Brian - we have a lobbyist?" ***Pfitzer:*** "Yes you do!! You need to do a deep dive..." ***MWCR:*** "I'm in marketing- it's the low end of the pool! Sounds like a conversation for senior management!" ***Pfitzer:*** "You could at least get to know him. He is human and his son is mayor now of Concord. Might be a good connection to have if you know what I mean and I'm sure he would be interested in other than lobbying." *- Mount Washington Cog Railway Facebook page - Sun, Jun 5, 2022*

June 8th

Brakes Applied to Bedors' Condo Project: *Reporter Robert Blechl reporting:* "As the engineer for the Adair Cottages condominium development pushed the Bethlehem Planning Board to accept as complete the application for a subdivision and site plan, town planners applied the brakes, say- ing that there is much information, some of it new, that needs to first be reviewed. During a public hearing on Wednesday *(6/8)* that at times grew tense between the engineer and some planning board members, planners agreed to continue the hearing to July 13 to allow themselves sufficient time for review and to give residents time to look at the information that is scheduled to be submitted to the town at least 10 days before the hearing, by July 3. Planned by JCB Inns LLC for the westerly side of the Adair Country Inn and Restaurant property, owned by Joel and Cathy Bedor, are a total of 44 units (up from 43) on 140 acres. The plan will include the existing 1811 House that will now count as the 44th unit and a single-family dwelling within the condominium complex. The condos are expected to be priced beginning in the low $400,000 range. At the outset of the hearing, Tara Bamford, town planning board consultant, recommended that planners hold off on an approval, citing a number of reasons, including an application that has now changed. Engineer Steven Keach, of the Bedford, N.H.-based Keach-Nordstrom Associates, said planners have enough information before them to approve the application as complete and details can be discussed at a subsequent public hearing. One area Bamford said she strongly advises planners not to overlook is the access road that the developer says will be private. In other towns, roads that were expected to be private were later taken over by towns after petitions were put on town meeting warrant articles, and Bethlehem and its road crew need to know if the road on the Adair property will be up to standards and not pose any problems with plowing and drainage if it were to someday become a town road, said Bamford. Keach insisted the road will remain private and will be built to a higher standard than what is required. "Your road agent doesn't agree that it's better," said Bamford. "Your road agent has concerns about the curbing." As for the units, the developer said each unit will have two to three bedrooms. Bamford said there will be 43 homes and planners need to know if that is the right number for what will be a concentrated area and they need to know precisely if the units will have two bedrooms or three because planners can't yet determine if the required protective radii for wells have been provided in the application. The town also doesn't yet have a lot merger plan with the location of septic systems and it needs to ensure that septic systems and protective radii are on the right lots, she said. In addition, density calculations need to be based on "poorly and very poorly drained soils" as opposed to the calculation in the plans that refers to a "wetland area" rather than the "poorly or very poorly drained soils" requirement by the zoning ordinance, and the zoning board is not authorized to waive that requirement, said Bamford. A plan for the proposed common areas for recreation and multi-use paths also needs to be provided, she said. Any waiver requests from the applicant need to be provided through a proper waiver request that accompanies the application, said Bamford. The town's subdivision requirements also require the applicant to pay for any improvements to the entrance, at the Guider Lane and Route 302 intersection, to ensure the safety of the intersection, which would see an additional 344 vehicles per day if the development goes through, said Bamford. The recommendation is that planners require the applicant to pay $3,000 to enable the board to hire an engineering firm and coordinate with Bethlehem Road Agent Brett Jackson and the New Hampshire Department of Transportation to review options for intersection improvements and ensure safe turning movements. "These are the items I think can hogtie you if you accept it as complete," she said to planners. Keach said Guider Lane is the access to the inn, but the plan doesn't propose a right-of-way because there is no right-of-way and there will instead be a private road over people's land, all of which will be held in equal interest by each individual condominium owner. Before the lot is subdivided into two separate lots, one for the inn and one for the condominiums, JCB Inns will file a notice of voluntary lot merger, said Keach. "We're merging, we're not consolidating," he said. The site *(next page)* will become roughly 204 acres. For the application completeness, Keach said. "I think there's a lot of information that's buried here. I think you have information sufficient for this public hearing process. I'm going to ask you to accept the application as complete." The state wetlands



and alteration of terrain permit are expected to be granted, and both at the same time after questions are answered about logging operations and New Hampshire Fish and Game signs off on the AOT permit, said project representatives. "I don't quite understand how we can accept this as complete when there's some debate about some of the items, the bedrooms and some of the other items," said planning board ex-officio member Chris Jensen. "I respectfully disagree," said Keach. "We are telling you they are going to be three bedrooms." "That's not reflected in your application," said Jensen. Planning board chairman Mike Bruno said the board doesn't have to make a decision that evening. "There's a lot of information that was provided to us by Tara as well as by Mr. Keach," said Bruno. "There's a lot of information we have to look at... As a board, we have to ensure compliance ..." The application acceptance piece means if the board has enough information to engage in a meaningful discussion, said Keach. "I believe you do," he said. Bamford disagreed. "Big picture, we've heard there are going to be changes to this plan," she said to planners. "For that reason alone, I would advise you to not accept it as complete. How can you determine that these now 44 units are acceptable clustered in this way when you have just been told the protective radius for the wells is inadequate for this layout? You've already been told it's going to change. Once you accept it as complete, this is the layout you need to decide on." Planners voted unanimously to not accept the application as complete. The condominium proposal, which also involves Badger Peabody Smith Realty, was first presented to planners in March 2021. The original site plan application is being withdrawn because site plans are not required for multi-family developments like JCB Inns LLC and can only be required for a multi-family building, said Bamford. A Brook Road resident voiced concerns about truck traffic on Brook Road, the access road to ongoing site work, and asked if the condominium owners could someday decide to make Brook Road the access. Bruno said that discussion can be taken up at a later hearing." *- St. Johnsbury (VT) Caledonian Record - Sat, Jun 11, 2022 pg. A1 & A4*

June 10th

Mt. Washington Commission: "Next meeting is on Friday, June 10, 2022 at 9:30 a.m. in Franconia" / ***Paula Tracy reports:*** "The public will be asked to weigh in on a draft master plan for Mount Washington



Cog president Wayne Presby & State Sen.Jeb Bradley (R-Wolfeboro). (2022) - Paula Tracy photo / inDepthNH.org

State Park this summer, which may look at limiting access and climate change concerns. North Country environmentalists attending a meeting of the Mount Washington Commission Friday where the draft was discussed said the state should perform an environmental assessment first before the master plan, looking at climate change and how it may be impacting the fragile summit and the highest peak in the northeast at 6,288 feet. The popular tourist destination is under pressure. A reservation system to limit overcrowding may be part of a future plan. It was debated whether access can be limited, however, because of a 1964 deed between the state and Dartmouth College, which conveyed the summit acres for a state park, said one member. State Sen. Jeb Bradley, R-Wolfeboro, chair of the commission, suggested the master plan go forward first and then seek state money needed for an environmental assessment which he said could cost the state "six or seven figures." He said it would be easier to get the money for the study with a master plan in hand than wait, like environmentalists suggested, to do the assessment before the master plan is done. The draft will be the subject of two public informational meetings with written comments accepted for those who cannot attend. Informational meetings on the draft master plan are tentatively planned for Conway at 6 p.m. on Aug. 22 and at the Legislative Office Building in Concord at 10 a.m. Aug. 23. The document will be placed on the state website (with a link at the bottom of the story) along with the 1964 deed Dartmouth College conveyed. Jamie Sayen of Stratford, an author, and environmentalist, attended the commission hearing Friday at Franconia Notch State Park. He said he thought a new environmental analysis is needed before a draft is finalized so that impacts can be first assessed. Bradley disagreed. He said there will be a process in the next capital budget or the park's operating budget, to do such an assessment and said it would take a year or more for the environmental process to begin. "We would be back here in two years doing this process again," he said, of the master plan. He said the draft could go forward with the proviso that the commission would write an addendum to reflect the changes needed from the environmental assessment. "I'm concerned," Sayen said, adding "hopes" don't always translate into environmental action. Lucy Wyman, another North Country resident with similar concerns for the summit's fragile environment, said she thought climate change should be the driver of how the master plan reads. Parks Director Phil Bryce said he did not think the money for the environmental assessment would come without a master plan in place calling for it and that the document can be altered after the report is made. "I hear your point," he said. Public access and limitations because of the park's location were also a focus of discussion. In addition to handicap access were issues of financial access and physical limitations. There are only three ways to get to the park. The first is an arduous hike by foot. The other two are paying to access it through private road or by rail. Sarah Stewart, commissioner of the department, said state parks have a strong mission to ensure access to all, regardless of finances or athletic ability. "We realize the challenges to access," she said, but wanted in the document a way to explore the concept of a NH Day or access to school children which would be free of charge or limited in cost. "I want to recognize in the master plan accessibility not only physically, but financial," she said. Overcrowding potentials at the summit were discussed as well as part of the access discussion. The draft reads, "In general, NH State Parks should evaluate limiting the number of visitors, using reservation systems or changing operating hours with respect to structures while recognizing the requirements of relevant deeds and the Commission's charge." Members of the commission include owners of the privately-owned Mount Washington Auto Road and the privately-held Mount Washington Cog Railway. Wayne Presby, the owner of the Cog, said the 1964 deed to the summit indicates that there shall be no limits on the number of people accessing the summit. Kris Pastoriza, a member of the public, asked a number of questions related to carbon and the impacts of visitors on the environment at the summit. Bryce noted that parks have been able to come up with solutions in the past to overcrowding, noting the hiker parking on the side of the interstate through Franconia Notch. "Even though it was not the parks' responsibility we came up with a solution," to shuttle hikers from Cannon Mountain parking lots, and he noted it is working. Howie Wemyss, former general manager of the Mount Washington Auto Road, said from his perspective he did not have a problem with limiting access and he asked Presby where it said that there would be unlimited access. Presby said it is included in the 1964 agreement with Dartmouth. "I'm just curious if that is the way it reads. I need to under-

stand it," Wemyss said. The current draft states "consideration must be given to management techniques and objectives for the summit that take into account the number of current and expected visitors. Based on the rights of the summit partners, there cannot be any limitations on the number of visitors in the park boundary. The only constraint on visitors is the life safety capacity for the Sherman Adams Building," which holds 495 people on the main floor and 298 on the ground floor. For more information on the Mount Washington State Park Master Plan draft and previous plans

- InDepthNH.org - Fri, Jun 10, 2022 / visit https://www.nhstateparks.org/about-us/commissions-committees/mt-washington-master-plan-and-resources



Final Tweaks: *The Mount Washington Commission meeting to finalize a draft master plan at the Peabody Lodge at Cannon Mountain (2022)*
- Paula Tracy photo / inDepthNH.org

Cog Clatter reports: "The Mount Washington Commission has a draft version of a new ten-year master plan ready to take before the public for input. Commission members made a half-a-dozen tweaks to the document Friday *(6/10)* during their meeting at the Peabody Lodge at Cannon Mountain in Franconia. One of those tweaks was in response to environmentalist Jamie Sayen of Stratford who attended the meeting and asked that the master planning process be put on hold until an independent environmental assessment be conducted. The Commission was reluctant to do that. Chairman state senator Jeb Bradley and commission member State Parks director Phil Bryce both said having an adopted master plan in hand would make it more like that the New Hampshire legislature, the Executive Council, and governor would approve the assessment that would likely cost over a million dollars. "I don't think you get the money without the master plan," said Bryce. "It would be a great error to have gotten this far and not go forward." According to law, the 1971 Master Plan for the 60-acre park atop Mount Washington was to be updated in 1981, but that didn't happen. An effort to write new one in 2010 stalled. A Harvard mediation team was brought in last year to try to remove some barriers between the parties on the commission. The Commission has spent the last six months following the recommendations of the Harvard team, and has put together a new plan they hope will be adopted by the end of the year. A Cog Railway proposal to build a new station just outside the park with overnight accommodations has spurred environmentalists to focus on the Master Planning process although the plan only applies to the state park. To keep the planning process moving forward, Bradley suggested putting language in the draft Master Plan that not only calls for the environmental assessment but requires the Commission to return and make further changes to the document based on the findings of that environmental assessment. Suggestions by the public that the number of visitors to the park be limited were met assertions that while the number of people entering the Sherman Adams building might be legally limited, the deed written when Dartmouth College sold the land to the state of New Hampshire in 1964 grants unlimited access to the sixty acres by the public. Sayen said

he appreciated the new language requiring master plan modifications after the environmental assessment but wanted to "hear from the College" about the deed. "I can understand wanting to guarantee access," said Seyon, "but wonder about whether they (the College) precluded any limits" based on environmental concerns. The deed in question, along with the draft Master Plan will be posted on the Mount Washington Commission's website for public review. An evening public information & input session in Conway on Monday, August 22nd was scheduled followed by a morning public review in Concord the next day. Natural Resources Department Commissioner Sarah Stewart said she would insert the environmental assessment into her department's budget request. The Commission will also be including some questions about the use of New Hampshire's highest mountain into some regular polling done by the University of New Hampshire to further refine their plans for the next ten years.



June 18-19th

Race Promo: White Mountain Endurance Races posted as picture *(6/6)* of Cog marketing director Rob Arey holding a trophy being fashioned at the new machine shop for their Race the Cog event. It was shared by Cog owner Susan Gummerus Presby *(6/7)* with the caption. "The finished product will be more polished but here is a sneak peak *(left)* of the prizes for the first place male/female in each division!!! The person who was making the Devils shingles ended up on medical leave so they (the Cog) are making these sweet trophies for you! Register for Race the Cog June 25th!!! "Good morning Coggers - the big day is only a week away! Next Saturday *(6/25)* morning, over 100 runners of all abilities will lace up and try to beat one of our trains to the summit! The three mile route alongside our tracks will take them across boulder-strewn, uneven terrain, over grades as steep as 38%. Extra spectator trains leave Marshfield with each wave: at 8:00 (Elite) 8:30 (Intermediate) and 9:00 (Chill). We'll have a Jumbotron and a food truck at the starting line, lots of SWAG from Red Bull, prize money and a ridiculously heavy set of gilded Cog Gears for the winners, all sponsored by Northeast Delta Dental. Hope you can join us to cheer your favorites on, either from the trains or at the starting line!!" ***Cort Roussel:*** "Thank gosh it weren't planned for today!! As that's the Auto Road's headache instead..." Then an hour later a weather bulletin on the railroad's Facebook feed.



Severe Weather Alert: Mt. Washington Observatory: "June-uary weather continues *(right)* on summits overnight into Sunday. The higher terrain of NH and other parts of the Adirondacks and northern New England will continue to winter-like conditions overnight and through Sunday (June 18/19, 2022). Elevations above 4000 feet will continue to experience ambient air temperatures close to or well below freezing, increasing winds (which will make it feel even colder on exposed skin), for summits in the clouds, rime/glaze ice coating everything, and some summits could even see light snow accumulations. Icy/snowy trail conditions will be possible. If not adequately prepared, hypothermia and even frostbite can occur, especially with prolonged exposure. Winter weather could affect operations on/around Mt Washington and other mountain related operations around the northeast. Please check websites or social media feeds and/or contact various services in advance to see if their operations might be affected on the day(s) you might be interested in visiting." ***Mount Washington Cog Railway:*** "Saturday, June 18: Wintry ice and wind conditions at higher elevations will keep us off the summit today. All trains are running as scheduled, but will terminate at SKYLINE (5300'). Sunday, June 19: Wintry ice and wind conditions at higher elevations will keep us off the summit this morning. All trains are running as scheduled, but will terminate at SKYLINE (5300'). Conditions may improve later today." ***Rosanne Griffin:*** "Just my luck, we have tickets today. Lol." ***MWCR***: "Rosanne Griffin Well, think of it this way- You are getting the authentic Mount Washington experience, what this place is infamous for (the World's Worst Weather), no extra charge!" ***Mary Eisel:*** "So where exactly is the SKYLINE? I have been on the train before I just don't remember where SKYLINE is." ***MWCR:*** "Mary Eisel - Skyline is the point where the West Side

Trail crosses below our tracks, at roughly 5300'" ***MWCR***: "Oh, and just in case anyone was still wondering why most of our trains stayed off the summit this Juneteenth weekend, engineer Josh Bishop sent us a few shots *(right & below)* from the first trains that did make it up there today. That's rime ice, frozen fog that had grown sideways into over 100mph wind gusts!" ***Art Poltrack:*** "Excellent photos from the keen eye of Mr. Bishop."





Half Road Race: "A pair of Colorado residents repeated as winners of the 61st annual Mount Washington Road Race on Saturday *(6/18)*, which had to be cut in half because of the treacherous weather conditions at the summit of New England's highest peak. Joseph Gray, 38, of Colorado Springs, topped the men's field for the sixth time in 27 minutes, 33 seconds, on the 3.8-mile (6.1-kilometer) course from the base of the mountain to the halfway point of the Mount Washington Auto Road. Kim Dobson, 38, of Eagle, Colorado, topped the woman's field for a record seventh time, finishing in 31:59. The race is normally 7.6 miles (12.2 kilometers). The temperature at the summit of the New Hampshire mountain was in the 20s, with 75 to 85 mph sustained winds, race spokesperson Randy Zucco said. Even at the start of the race, it was no picnic - with drizzle, high winds and temperatures in the 50s that dropped to the low 30s at the finish line..."

- AP report in Caledonian Record - Mon, Jun 20, 2022 pg B6

Sunday Resumption?: "Happy Father's Day, Coggers! If you're planning on bringing your old man up here for a train ride today you'll be happy to know that the weather has calmed down and the summit has reopened. All trains will resume normal operations today, beginning with the 10:00 departures. It is still a bit chilly and windy up top, so dress warm!" *- MWCR Facebook page*



June 25th

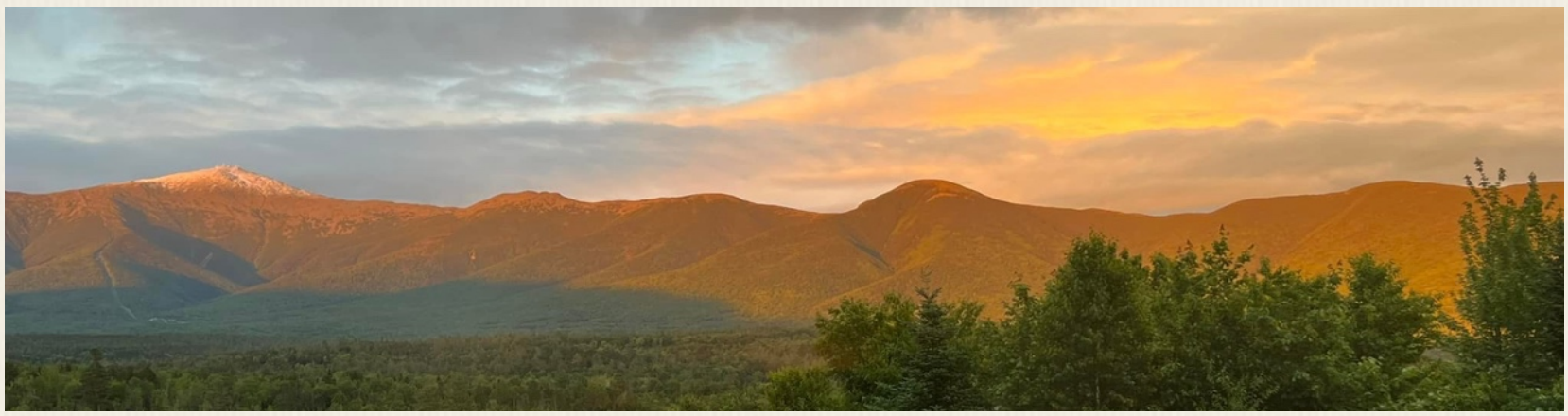
Race the Cog: The Race: "Good Sunday *(6/25)* morning, Coggers! It's a stellar weekend up here on the mountain, and a busy one, too. We hosted an amazing group of athletes yesterday *(6/25)*, all attempting to beat our trains to the summit! Unbelievably, Joe Gray, at the head of the Elite pack, ACTUALLY DID IT in a little over 39 minutes, crossing the finish line a full three minutes ahead of M3! We got within a couple hundred feet of Joe up on the flats below the summit, but even under full throttle, engineer Mike just couldn't catch up with him. Joe Grey took off like a chicken with The Colonel after him and never looked back. He led the Elite division and our trains, all the way to the summit. Christin Doneski finished first in the Elite Female division at 55:48. The Leaderboard *(next page)* at Marshfield told the tale. Cog Railway President Wayne Presby presented *(right)* the coveted







golden cog wheels to Christin and Joe... and awarded our own Kate Oswald *(left)* a hearty hug! Kate crossing the finish line at 1:24. Christin Doneski led the Elite women, finishing in 55:48, and our own brakewoman, Kate Oswald, finished 8th in the female Intermediate division at 1:24. What an incredible display of athleticism, and our thanks and congratulations go out to eveyone who participated. Race The Cog was organized by Kristina Folcik of White Mountains Endurance, and sponsored by Northeast Delta Dental. Thanks to Tinah *(Stevens Whitcomb)* and Josh *(Bishop)* for the photos! ***Kate Oswald:*** "Thanks to the Cog Railway for hosting the race, and supporting my training efforts! I know how difficult and chaotic changing the daily schedule can be, but you guys pulled it off beautifully!" ***Victor LaPrade:*** "I'm so happy that Kate made it. I would've died as soon as I crossed the Ammonooosuc." *- Mount Washington Cog Railway FB page - Jun 25-26, 2022*



Father's Day Sunset: *Looking East at Mt. Washington and the southern Presidential Peaks clear at the end of the weekend (2022)*
- Art Poltrack photo

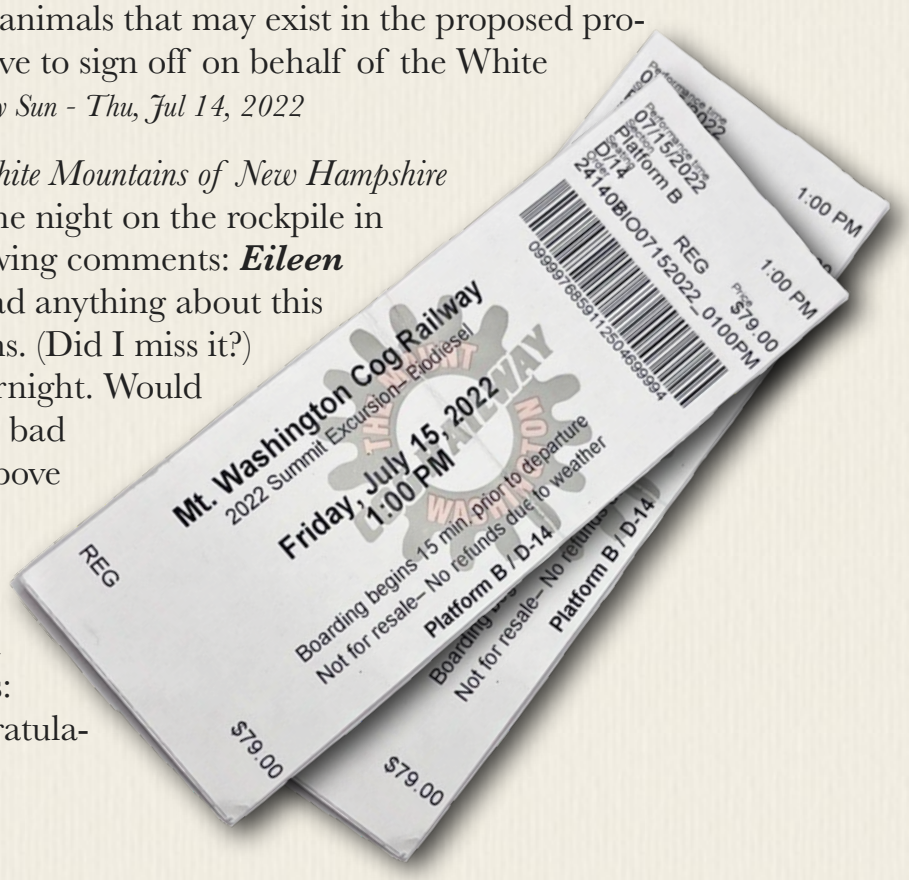
July 12th

MOU Approved: Reporter Barbara Tetreault: "The governor and Executive Council have approved a memorandum of understanding between the state and the Mount Washington Cog Railway Company that will allow the Cog to build its "Lizzie's Station" while relieving congestion at the summit. The MOU between the state Department of Natural and Cultural Resources and the Cog amends the Cog's right-of-way easement to preserve the railway's current operation on the summit and supports its plan to develop Lizzie's Station on its own land outside the 60-acre summit cone. "This MOU clarifies the future rights of the Cog at the summit which, over the years, has been at times a point of contention," said NCR Commissioner Sarah Stewart, adding, "I truly appreciate the willingness of the Cog to work with the state to come up with creative solutions, like Lizzie's station on their own property, to alleviate further congestion and stress on the infrastructure within the summit circle — the area of the mountain that is our State Park." Three years ago, the Cog had proposed to build a platform on its right of way that would add 120 feet to the length of the existing track along with a ramp and elevated platform in front of the Sherman Adams Building. That proposal was not well-received, and Cog President Wayne Presby said they have been working with the state and N.H. Attorney-General's office for over two years to clarify the Cog's property rights at the summit to build a new station. "Lizzie's Station, if approved, will be located just below the summit on land that we own. Lizzie's will help significantly reduce conges-



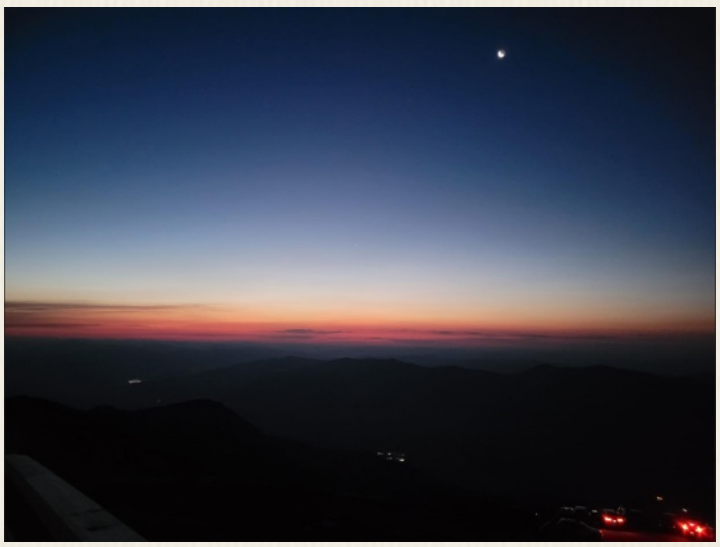
Father's Day Sunset: *Looking West from the summit of Mt. Washington at the end of the weekend (2022)*
- Mt. Washington Observatory photo

tion outside the Sherman Adams Building and will provide much needed additional infrastructure ... including bathrooms, sewerage capacity, water and a fiber optic cable," Presby said. He said the plan is to have a total of 18 custom-made coaches that would be able to accommodate up to 70 guests. Lizzie's Station will be tucked under the east-facing side of the summit with little visual impact on the Presidential Range. "Lizzie's will be an engineering marvel and provide a one-of-a-kind experience, attracting visitors from around the globe," predicted Presby. The station takes its name from Lizzie Bourne, the first woman to die on Mount Washington back in 1855. At an earlier meeting of the Mount Washington Committee, Presby explained that currently the Cog brings three or four trains to the summit every hour where passengers load and unload, contributing to the congestion there. Once Lizzie's Station is built, the Cog passengers would load and unload there. One train would go back and forth to the summit and some passengers may choose to walk. Presby said it would help spread visitors around. During peak days, there can be 5,000 people on the summit. Presby said it will take five years to build out the project. He expects to expand the Cog's maintenance building so their skilled workers can manufacture the 18 new coaches. The project also needs approval from the Coös County Zoning and Planning Boards and the Cog is required to file applications with the NH Natural Heritage Bureau and N.H. Fish and Game to conduct field studies for any rare plants and rare animals that may exist in the proposed project and staging areas. The U.S. Forest Service will also have to sign off on behalf of the White Mountain National Forest." *- The Conway (NH) Daily Sun - Thu, Jul 14, 2022*



Sean Collins shared the link to the above story on *White Mountains of New Hampshire Facebook* page with these words "Cool to be able to spend the night on the rockpile in five or so short years. Can't wait." His post drew the following comments: ***Eileen Ingraham:*** "Horrible news !" ***Brian Tesini:*** "I didn't read anything about this proposal stating this would have overnight accommodations. (Did I miss it?) The Lake of the Clouds hut already is a place to sleep overnight. Would be great to preserve the natural beauty." ***Tim Elliott:*** "It's bad enough we gotta listen to that train the entire time we're above alpine, now we're gonna sleep up there! This is an awful idea." ***Kim Gass:*** "the congestion on the summit is awful now.. If it makes people walk to the top so much the better." =Cog co-owner ***Susan Gummerus Presby*** shared Collins' post on her page which prompted these comments: ***Robin Scholefield:*** "Yay!!" ***Judith Gummerus:*** "Congratula-

tions!!" Jean Murphy Connolly: "Another hurdle completed!"







Juy 24th

Fiery Summit Sunrise "Three vehicles are totaled after catching fire on the summit of Mount Washington on Sunday morning. The auto road was open early for a sunrise drive, with a full parking lot, according to the Gorham Fire Department. The department responded to a report of a vehicle on fire around 5 a.m. A steady 15 mph wind pushed the flames to other cars parked next to it, which also caught fire. In total, two Jeeps and a Ford Explorer were destroyed. "It has been 3-4 years since we've been to a vehicle fire on the mountain. Typically it seems like it's on the way down with brakes," said Gorham Fire chief Philip Cloutier. Crews were able to manage the situation safely, using over 1,000 gallons of water to extinguish the fire, including the fuel burning in one of the gas tanks. Those who were at the summit were able to leave by 6:30 a.m. "I thought it was a little bit scary. It was contained to just the 3 cars that were there and luckily the parking lot is so big that no one else was really in danger," said Ashley Kelley. No one was injured and fire crews were able to extinguish the fire quickly. Cloutier said we may never know what caused the first Jeep to go up in flames. "It was undetermined because of the extent of the damage, but typically when a car is on fire, it has a mechanical failure on the mountain. We don't know that on this particular one, but that's typically what happens," Cloutier said. It took about a half-hour for crews to arrive at the top of the mountain after leaving the station. "While this may seem like an extended wait time the trip up the Auto Road needs to be done safely in these larger vehicles," the fire department's Facebook post said. One of the couples that lost their car after it caught fire on the summit of Mount Washington is sharing their story. Stephen and Lauren Dinsmore said they were visiting from Nashua when they took a trip up the mountain early Sunday morning for a special sunrise viewing. After leaving their car in the parking lot and heading up to the viewing area, they got word of the fire from another visitor. "I was like, 'oh my gosh, we should say a prayer for those people. That's so sad. I hope that everything's OK,' obviously not thinking it was us," Lauren said. Not long after, the Dinsmores went to check out the scene and realized their Ford Explorer was one of three vehicles on fire. "I immediately wanted to run in and try to move the thing, but I got held back by the people who work at Mount Washington. Told me to stay away from it," Stephen said. Fire officials said the fire started in a Jeep, then spread to another Jeep and an Explorer. Lauren Dinsmore said the Explorer is her everyday vehicle. She said she and her husband, along with two other people they were traveling with, lost more than $10,000 worth of personal items alone. They're now trying to work things out with the insurance companies." "And we didn't even get to see the sunrise," Lauren said. *- WMUR-TV / NH Union Leader - Sun, Jul 24, 2022 / photos by Karen Glendye Czifrik & Gorham FD - Facebook*





July 28th

Up From Waumbek: " We hitched a ride up to Waumbek on MW9 on a beautiful Thursday morning and grabbed a few quick shots *(right)* as Eggy pulled her away from the water tank on the main line, summit bound!" ***Erich Kenison:*** "Joe was my roommate back in '96 he has the bike that rode the rails..."

- Mt Washington Cog Railway FB page - Thu, Jul 28, 2022

July 29th

New Hampshire Mountain Recovery Money: Letter to U.S. Treasury Secretary Janet Yellen from Gov. Christopher Sununu: "The State of New Hampshire was one of the first states to operationalize CARES Act funding to respond to the COVID-19 pandemic, investing hundreds of millions of dollars in healthcare, childcare, and small businesses in a matter of weeks and months. New Hampshire has continued that approach in its strategic and targeted ARPA State Fiscal Recovery Funds (SFRF). In addition to the investments in mental health and housing, New Hampshire has provided funds for COVID-19 response, funded an innovative veterans services campus and retreat center, added funds to its State Loan Repayment Plan for health care workers working medically underserved areas in the state and allocated more than $200 million for water infrastructure." Among those water infrastructure allocations: $1,475,000 for Mt. Washington Sherman Adams Building Improvements *(00FRF602PH3501B)* - DNCR plans to repair the Sherman Adams Building on Mt. Washington to maintain building integrity to support public services and make improvements to ensure compliance with life safety codes. This building serves over 300,000 visitors who hike the mountain or travel to the summit by the Cog Railway or by car. This work is critical to meet increased tourism demand, continue to support public services, and ensure guest safety; $3,000,000 - Mt. Washington Sewage Upgrade *(00FRF602WB3501B)* - Throughout the pandemic, state park facilities have been more heavily utilized as people opt to spend more time outdoors. This project focuses on improving sewage infrastructure on Mt. Washington State Park to meet increased tourism and visitor demand; and $1,041,102 - Mt. Washington Treatment Plant and Water System Upgrade *(00FRF602WB3501A)* - Throughout the pandemic, state park facilities have been more heavily utilized as people opt to spend more time outdoors. This project focuses on investing in water infrastructure in the Sherman Adams Building at Mt. Washington State Park to meet increased strain from tourism and visitor demand."



July 30th

Mountain Recovery: "Members of a rescue group had to carry the body of a hiker nearly a mile in freezing temperatures and high winds after the man died on the Northeast's highest mountain, authorities said. A group of hikers found the man unconscious and not breathing on Mount Washington's Jewell Trail on Saturday *(7/30)* afternoon, the New Hampshire Department of Fish and Game said. They called 911 and started performing CPR. Members of one rescue group drove to the summit of the nearly 6,300-foot mountain and hiked down to the man, while another group rode up *(above)* the mountain's famous Cog Railway and hiked in. With no sign of life after 40 minutes, resuscitation efforts ceased, and rescue group members carried the body nearly a mile to the train. A dog the man was hiking with was taken to an animal shelter until it can be reunited with the man's family." *- Associated Press - Mon, Aug 1, 2022*



July 31st

Waumbek Platforms: "A bluebird day at Mt. Washington and engineer Andy Villaine catalogs his day on his Facebook page with three pictures. The one at Waumbek *(right)* draws a question from Cogger ***Thomas Lane***: "What are the



things below the Waumbek huts?" ***Andy X Vanguard:*** "Platforms for the new Waumbek station." Seen above in composite image developed for a variance hearing before the Zoning Board of Adjustment.

August 9th

Summit Master Plan Hearings Soon: Reporter Amanda Gokee "The Mount Washington Commission will hold two input sessions this month to take public comment on its master plan for the mountain's summit, establishing the state's vision and direction for the park over the next 10 years. The commission is required to prepare the plan every 10 years, per New Hampshire law, to address issues ranging from needed capital improvements, collecting fees, promoting and protecting the summit, and the involvement of private groups. That includes the Mount Washington Railway Company, which runs the Cog Railway and has proposed a contentious plan to use 18 sleeper cars as lodging near the summit. A petition opposing that project has gathered over 30,000 signatures. In June, the Executive Council approved a memorandum of understanding between the state and the company, but the project requires additional approvals before it could move forward. "In order for the state to really support this concept we wanted an agreement in writing: Should Lizzie Station be approved by Coös County Planning Board, we would want to make sure that there was no additional development by the Cog at the summit within those 60 acres. And they agreed to that," Sarah Stewart, commissioner of the Department of Natural and Cultural Resources, told the Executive Council in June. "I feel like that's a very good compromise and a win for us," she said. Members of the public can weigh in on proposed development during the two public sessions scheduled for August. "In that master planning process, we're talking about infrastructure needs, upgrades, development, not development, where buildings should be, where they shouldn't be. So this is all sort of part of that conversation," Stewart said. According to the plan, its goal is to ensure that the summit of Mount Washington "continues to be a must-see destination for visitors to the region," while also protecting natural resources. The summit of Mount Washington is a popular tourist attraction and economic driver in the North Country. Around 80,000 hikers visit Mount Washington per year, 50,000 access the summit by vehicle, and an additional 120,000 people ride the cog railway. The first public session will be held at the North Conway Community Center on Monday, Aug. 22, at 7 p.m., followed by a public session the next day in Concord at the Legislative Office Building, Room 302-304. A draft of the master plan is available on the New Hampshire State Parks website,

nhstateparks.org/about-us/commissions-committees/mt-washington-master-plan-and-resources

- Concord (NH) Monitor - Tue, Aug 9, 2022

August 10th

Bedor's Adair Project Hearing 2 Plus: Reporter Robert Blechl writes: "After deeming the application complete in July, plans are advancing for a major condominium subdivision planned for 140 acres on the property of the Adair Country Inn and Restaurant, though some residents, the conservation commission, and a state department have voiced concerns. After a 2 ½ hour public hearing on Wednesday *(8/10)*, the Bethlehem Planning Board, with much information still to wade through, continued the hearing until Aug. 24. Partnering with



Cog rail Brakeman talking about Jacob's ladder on a foggy day. Gordon Champion: "A microphone? C'mon folks. When I delivered my speech I walked into the car and addressed the passengers so everyone could hear, despite the noise of the coal fired engines. (2022)
- Jake Bly photo / Railway to the Moon FB page



No. 2 Ammonoosuc moves to the platform (Jul 14, 2022)
- Andy Villaine Collection

Badger Peabody Smith Realty, Joel and Cathy Bedor, owners of the Adair Inn, formed JCB Inns LLC to build 41 single-family residences under condominium ownership. The development team is currently consulting with representatives from the New Hampshire Department of Environmental Services (DES), including the department's Alteration of Terrain Bureau, which told the team what it wants to see, said project engineer Steven Keach, of Keach-Nordstrom Associates.

Supporting the project, but voicing concerns is abutter Ivan Ash, who lives on Otter Pond Road. "Our backyard is a stone wall that separates us from the Adair property," he told planners. "In the winter or early spring, they did a tree harvesting behind our house. I'm all for the project, but have wetlands concerns ... My concern is, did they continue onto the condo property and do some damage? My concern is if they cut a swath of timber on the condo property, they might have damaged some wetlands that their measures for wetlands preservation might not have accounted for. I think that at least needs a little investigation. Other than that, I'm for this project. I think it will help our property values and raise our tax base. The wetlands thing is my one concern." Bethlehem Planning Board ex-officio member Chris Jensen said a DES representative visited the area some time ago and sent the Bethlehem Conservation Commission a letter expressing dismay over the extent of the cutting and where it was cut and how it was done. New Hampshire Fish and Game has also expressed concerns, he said. In an Aug. 10 letter to the planning board, Lindsay Webb, chair of the conservation commission, thanked the planning board for allowing the commission to provide input. "The Bethlehem Conservation Commission would like to make sure that you are aware that we have environmental and conservation concerns about the Adair condo development project," said Webb. "We brought our concerns forward to the New Hampshire Department of Environmental Services as they review Adair's permit applications ... [We] would like to point out that this project does not have all of its permits from NHDES. As of Aug. 8, this project does not have an approved standard fill and dredge wetlands permit nor an approved AOT [alteration of terrain] per-mit. If the planning board does approve this project, we hope that you consider putting in a contingency that all permits from NHDES must be in place before construction begins." If approved, the 41 condominiums, which are currently expected to be priced beginning in the low $400,000 range, would be built in phases.

Expressing support was resident Nancy Strand. "I'm overwhelmed with the amount of detail that is needed to go forward with a project like this," she said. "I'm all for it. I agree with this gentleman that it is great for the tax base, great for the town, and I just ask that we never refer to this project as affordable housing, because I do not believe it is afford-



Summit Clouds: *"It's been a very warm and sticky week up here, Coggers, but overnight storms should finally usher in some cooler, dryer temps. We watched the dramatic storm clouds rolling in high above M1 during this afternoon's (7/24) layover at the summit. (2022)*
- Mt. Washington Cog Railway photo

able housing. The first time I heard about it, it was marketed as affordable housing." The property is located off of Route 302 and Guider Lane, which is the entrance and which developers said they plan to reconfigure so it does not pose a traffic safety hazard. During Wednesday's hearing, planning board chairman Mike Bruno said Bethlehem Fire Chief Jack Anderson and Bethlehem Road Agent Brett Jackson have signed letters stating they have no concerns with the project's plans."

- St. Johnsbury (VT) Caledonian Record - Tue, Aug 16, 2022 pg. A1 & A5



Coal burning Cog approaching the Lizzie Bourne Memorial.
- Jamie Sayen photo / InDepthNH.org

August 12th

Op Ed Oppo: Author Jamie Sayen: "From time immemorial, the Abenaki believed it a sacrilege to climb New England's highest mountain. One Abenaki name for this wild, dangerous peak was Maji Neowaska, where a demon, or bad spirit, was supposed to dwell on the highest peak.[1] Today, the 60-acre Mt. Washington State Park on the summit of Mt. Washington is a paved-over, debris-littered, congested disgrace. The State has no idea of how many visitors the summit can handle before overcrowding inflicts serious ecological and climatological damage to the fragile alpine tundra and its flora and fauna. The Division of Parks and Recreation estimates that close to half a million visitors ride, drive, or hike to the summit annually. There are as many as 5,000 visitors on peak summer days. The summit's overtaxed waste water treatment plant, with a capacity of 5,000 gallons a day, is out of compliance with its permit. The State plans to build a new system with a 7,500 gallon a day capacity because it anticipates—and supports—increased visitor levels that will exacerbate congestion.[2] In March, the Cog Railway, which has operated since 1869, proposed a new hotel development at 5,800-feet in elevation, a short walk from the summit. On May 20, the State and Cog signed a Memorandum of Understanding (MOU) covering the Lizzie Project. The Cog agrees to refrain from further development in its right-of-way on state park land in return for the State's support throughout the Lizzie permitting process. The Cog can move its rolling concession and dining cars to the summit during periods when the Sherman Adams Building, which houses state-run concessions and restrooms, is closed. In December 2016, the Cog Railway announced plans to open a 35-room hotel and restaurant, the Skyline Lodge, located within the Cog's right-of-way at the terminus of the rail line. It would operate from May to November. A grassroots group, *Keep the Whites Wild* secured 20,000 signatures opposing the plan. Numerous established conservation groups joined the opposition. Wayne Presby, President of the Cog, abandoned the idea in 2018, the Lizzie's Station proposal grew out of secret discussions with the AG and NH Division of Parks and Recreation which manages the Mount Washington State Park. At

the March 4, 2022 meeting of the Mt. Washington Commission (MWC), an advisory board to the NH Division of Parks and Recreation, Presby announced plans to build a high-elevation hostelry offering "upscale accommodations" near the memorial erected in honor of Lizzie Bourne, a 20-year-old hiker who perished in foul weather in 1855 a short distance from the Tip Top House on the summit. Presby proclaimed that when his project is completed, congestion "is gone."[3] His solution is to disperse congestion to despoil a suburb of the summit. Sarah Stewart, Commissioner of the Department of Natural and Cultural Resources, introduced the Cog's March 4 presentation and expressed her hope that Lizzie's Station would increase visitation to the state park. The Cog proposes to construct two 500-foot-long platforms, supported by trestles, on either side of the existing rail line near the Lizzie Memorial. All Cog riders would debark at Lizzie's Station where they can hop on a Cog shuttle to the summit or hike to the summit along the current maintenance road after it is upgraded. "Lizzie's Station" will consist of 18 Pullman-like cars lining both platforms. Nine cars would provide sleeping quarters for 70 people. Five would serve meals and alcoholic beverages. The remaining cars would house bathrooms and high-end shopping. Lizzie's Station will require the drilling of a new artesian well, construction of a 16,000-foot-long waste water pipeline to the Cog's base station, a new transfer switch on the rail line, and the upgrading of a failed fiber optic cable laid in 2007 by the state along the Cog's maintenance trail. The cost of the Lizzie Station project is estimated at $14 million, and construction would require five years. Overnight, the Lizzie Station proposal ignited a firestorm of public opposition. Within three weeks, 20,000 people signed a petition opposing further development of the summit region (to sign the petition, go to: https://www.change.org/p/mount-washington-commission-stop-the-cog-railway-again-from-building-a-luxury-hotel-on-mount-washington.)

The Cog claimed Lizzie's Station is in keeping with the Mt. Washington Commission's (MWC) 1970 Master Plan. This is a fair assessment: an outdated proposal to further exploit the summit is consistent with an obsolete master plan written before issues such as acid rain and global warming were recognized as threats. Among the 1970 directives still unaddressed in 2022 are: "Summit environs not preserved;" and "Mountain Flora not identified and protected." The Commission admits the "1970 MP does not seem to have included the public."[4] Private and public entities with conflicts of interest are well-represented on the Commission, but two of the three public representative seats are vacant as of this writing. There are no ecologists or climate scientists on the Commission, and the only time a climate scientist addressed the Commission, on March 25, Commission members asked no questions. At its March 25, 2022 meeting, the Commission declared the purpose of the Master Plan is to maintain Mount Washington as a "must-see destination… while also ensuring the resource values are protected." It sought to: "Maintain [the] quality of the mountain environment in perpetuity while accommodating the significant number of people and vehicles that visit the summit." This is impossible. Only a major reduction in human visitors, especially those relying upon motorized transport, can reduce congestion, ecological degradation, and carbon emissions from visitors and summit buildings. There are only 13 square miles of alpine tundra east of the Mississippi River, and Mt. Washington is home to the largest and most significant tract. Rare, hardy alpine plants, including Bigelow's sedge, mountain cranberry, diapensia, and mountain avens, a yellow flower related to the blackberry/raspberry family, have successfully adapted to harsh growing conditions. Robbins' cinquefoil (Potentilla robbinsiana), a small perennial member of the rose family endemic to Mt. Washington, was added to the Endangered Species list in 1980 due to hiker trampling. Recovery measures stabilized its population enough to remove it from the list 2002. It can take decades or centuries for recovery of pre-disturbance alpine vascular plant abundance. Recovery of alpine bryophytes (mosses) and lichens is generally slow. As climate change warms the Earth, it drives plant and animal species further north, or, on mountains, further uphill. Georgia Murray, staff scientist for the Appalachian Mountain Club (AMC), informed the Commission in March that the summit of Mt. Washington has warmed 1.8ºF since 1884. The mountain is experiencing fewer frost days, shorter winters, and a growing season that has lengthened 15-33 days.[5] Recent research by Suny-ESU and the AMC has determined that tree line has advanced uphill by about 12 meters over the past four decades in the Presidential Range—a rate of about 0.3 meters per year. Alpine tundra area has diminished by about 4 percent. Under business-as-usual climate scenarios, alpine tundra could eventually be driven off Mt. Washington.[6] The proposed Lizzie Station development bisects the fragile alpine area that provides breeding and rearing grounds for one of New Hampshire's rarest birds, the American pipit. This slim, migratory songbird about the size of a sparrow is abundant in the Arctic in summer. Mounts Katahdin and Washington are the only locations in the eastern United States where pipits breed. In 2015, New Hampshire Fish and Game's Wildlife Action Plan listed pipits as a "species of greatest conservation need" due to declining habitat patches threatened by various management issues. Most sightings of breeding pipits are in sedge meadows or cushion tussock vegetation on the northwest side Mt. Washington at elevations ranging from 5,200-5,800 feet. A

1998 study conducted by the Audubon Society of New Hampshire and the White Mountain National Forest found 11 breeding territories, primarily on Mount Washington's northwestern slope. Once the hatchlings fledge, the adults bring them uphill to the Bigelow sedge. In mid-June, in the company of two respected ornithologists, I heard a breeding male pipit just below the proposed Lizzie Station site. It rose from the meadow, circled, and dove back to earth while issuing a call that varies with the different stages of the display flight—somewhat akin to woodcock mating behavior. We heard a display call near the Lizzie Monument, on both sides of the Cog along the Gulfside Trail, and at the Cow Pasture, near the Auto Road. My ornithological companions expressed concern that the Lizzie proposal, by dispersing the congestion from the summit, posed a greater threat to alpine tundra and habitat for American pipits than a hotel at the summit. I suggested we needed to prevent dispersed congestion and reduce summit visitor numbers to levels well below carrying capacity. They nodded.

Following its April meeting, Commission member, Howie Wemyss, representing the Auto Road, reiterated his February recommendation for the completion of a comprehensive Environmental Assessment before the Commission began to write the new master plan. He wrote: *"The purpose of this analysis is to make sure that any future expansion, development or construction of any kind will not harm the environmental health of the summit. This may well mean that ALL entities must put their individual plans on hold in favor of the greater good of the summit of Mt. Washington. Rather than the current unfettered growth in guest numbers currently happening, the numbers need to be controlled to what the current summit infrastructure can handle. This analysis will likely take several years but will be essential to the future health and success of Mt. Washington and the Mt. Washington partners."*[7] (emphasis added)

At its June 10 meeting, Senator Bradley rejected Wemyss'—and repeated public—calls for an environmental assessment first. The Commission, lacking a quorum, informally adopted the Draft MP it released to the public on July 5.[8] ***Elements of an Ecological and Climate Assessment:*** An independent, comprehensive Environmental and Climate Assessment must examine Mount Washington from base to summit, and not merely the 60-acre State Park. Essential elements of the Assessment include: ***Alpine Ecology, Climate Change, and Visitor Carrying Capacity on the summit.*** The Assessment Team must be composed of independent ecologists and climate scientists, not underfunded State Agency scientists vulnerable to political pressure. The State and private interests responsible for current degradation and congestion should pay for the assessment, but have no influence over its methodology or report. For a more detailed description of a proper Assessment, go to: https://nhconservation.org/lib/exe/fetch.php?media=mw:elements_of_an_environmental_and_climate_assessment.pdf

Who has Jurisdiction over the Approval of the Lizzie Project?

The Coös County Planning Board (CCPB) and the Coös County Zoning Board of Authority appear to be the only entities that have jurisdiction over the Lizzie proposal. It is essential that the CCPB require a thorough Environmental and Climate Assessment of Mt. Washington and its summit, with particular focus on the impacts of the Lizzie Station proposal before considering any application from the Cog and the State. The White Mountain National Forest is the sole abutter of the Cog right-of-way. As of early August 2022, its seems to be adopting a hands-off approach. The WMNF has a statutory and a moral obligation to protect the integrity of the ecosystems that sustain the alpine flora and fauna. It has not yet supported calls for conducting an Environmental and Climate Assessment before writing the MWC Master Plan. For a more thorough discussion of Jurisdiction, go to: https://nhconservation.org/lib/exe/fetch.php?media=mw:who_has_jurisdiction_over_the_approval_of_the_lizzie_project.pdf

The Public Can Stop the Lizzie Station Proposal

Presby recently acknowledged that public opposition had played a major role stopping the Skyline Lodge proposal.[9] Regional and national opposition can stop the Lizzie Station project. You can access the July 5 Draft Master Plan at: https://www.nhstateparks.org/getmedia/92318d92-d2c4-4688-9b49-308a71af1944/Master-Plan-Draft4-7-5-22_1.pdf.

I have compiled an "annotated" response to the most troubling elements of the July 5 Draft. You can access it here: https://nhconservation.org/lib/exe/fetch.php?media=mw:master_plan_annotated_july_5_draft.pdf

Public Hearings: The Mt. Washington Commission has scheduled two public comment sessions for its Draft Master Plan:

• Monday, August 22, 7:00 PM at the North Conway Community Center, 78 Norcross Circle, North Conway, NH;

• Tuesday, August 23, 10:00 AM at the State House, Room 100.

Written Comments: The Commission will accept written comments from citizens until August 31. Send comments to: http://MtWashingtonComments@dncr.nh.gov. Or mail to: Master Plan Comments, 172 Pembroke Road, Concord, NH 03301.

What You Can Do

Attend one of the public hearings on August 22 or August 23, or submit written comments before August 31.

• Express your opposition to the Lizzie Bourne Station proposed development;

• Demand that the MWC conduct a thorough, independent, Environmental and Climate Assessment of the Summit Region and the entirety of Mt. Washington;

• Demand that there be a complete moratorium on any future expansion, development or construction of any kind until the completion of the Assessment and the subsequent Master Plan;

• Reject the July 5, 2022 Draft Master Plan in its entirety and demand that no MWC Master Plan be written before a credible Environmental and Climate Assessment has been completed.

Jamie Sayen is author of the forthcoming "Children of the Northern Forest" (Yale University Press, 2023) about the ecology and land-use history of the largely undeveloped Acadian forests of northern New England. He also wrote "You Had a Job for Life" (2018), an oral history of the Groveton paper mill. His grandmother, Natalie Bourne, would strenuously object to the unauthorized commercialization of the Bourne name. He lives in Stratford, N.H.

Footnotes:

[1] John C. Huden, Indian Place Names of New England (New York: Museum of the American Indian, Heye Foundation, 1962).

[2] David Mercier and Thaddeus Webb, Underwood Engineers, to Jay Poulin, HEB Engineers, "Technical Memorandum: Sewer Interceptor Pipeline Feasibility Study," January 26, 2018.
https://www.nhstateparks.org/getmedia/6da29141-b715-44d6-9991-4df60ec3b46b/Mt-Washington-Sewer-Interceptor-Feasibility-Study-01-26-2018.pdf.

[3] Cog Railway, "Volume 3: Timeline-Lizzie's Station," March 4, 2022, 644. It cites Cog Clatter.

[4] Mount Washington Commission, "Status: 1970 Master Plan," April 22, 2022.
https://www.nhstateparks.org/getmedia/87900cd9-2269-49f5-b60d-b82a70396bd2/Status-1970-Master-Plan-items.pdf

[5] Georgia Murray, AMC Staff Scientist, "AMC Climate and Conservation Research on Mt. Washington," a powerpoint presentation to the Mount Washington Commission, March 25, 2022.

[6] Jordan Tourville, Forests on the Move: Tracking Climate Related Changes in Treelines in Montane Systems of the Northeast, video presentation at UVM Conference, January 3, 2022.
https://streaming.uvm.edu/watch/41670/forests-on-the-move-tracking-climate-related-changes-in-treelines-in-montane-systems-of-the-northeast/

[7] https://www.nhstateparks.org/getmedia/1c86dc42-e145-407f-ab67-93b18a226291/Additional-Commission-Concepts-05192022.pdf.

[8] Video of Mount Washington Commission meeting, June 10, 2022 at 1-hour 1-minute mark.
https://www.youtube.com/watch?v=wVqdMyCLkjI

[9] John Koziol, "Cog Railway Owner Says Proposed Hotel Would Include Settlement with the State," Manchester Union-Leader, March 7, 2022.

- InDepthNH.org - Thu, Aug 12, 2022

August 21st

Lizzie's Station Editorial: "Give Mount Washington Cog Railway owner Wayne Presby credit. He has worked hard to keep the world-famous attraction just that — a mainstay of the North Country's vitally important tourism business. The Cog Railway has been a part of that business for more than 150 years. It's a little late to disassemble it, as some critics would like. Not that Presby has always made the right moves. He once proposed bringing winter skiers all the way to the Mount Washington summit — famously home to some of the world's worst weather. Skiers would then hike over to ski down Tuckerman Ravine. A disaster waiting to happen. The idea was quickly withdrawn. Presby then proposed building a hotel at Skyline switch, 1,000 feet below the summit. To fit within the Cog's right-of-way, the 35-room lodge would have to be built tall enough so that trains could run through it, sort of a Disney North. It would scar the view of one of New Hampshire's most iconic skylines. The plan was hooted down. Presby's new plan is a revision of the Skyline lodge. He would use his right-of-way to station 18 separate passenger cars along both sides of the tracks near the spot



Waumbek Teaser: *The Cog teased its Waumbek station project with this image on its Facebook site on August 19th with the caption: "What in the world is going on up at our winter station, Waumbek? Stay tuned to find out!" It drew comments.* ***Scott McAllister:*** *"I would prefer them to just leave it alone..untouched, the way that area was meant to be."* ***Mount Washington Cog Railway:*** *"Scott -We hear that every now and then, and it's an opinion that we respect. But in reality, you'd have to go back over 200 years for such a utopia. By the turn of the nineteenth century, lots of folks– local folks– had decided that 'the way this area was meant to be' was to be safely and relatively easily accessible to visitors. Present-day stewards of the hiking, driving and rail infrastructures on Mount Washington are all simply protecting and serving the same very old mandate put in place many, many generations ago– one that untold millions from around the region and the world have benefitted from."* ***Alex Cole:*** *"Many can respect that, and you (MWCR) indeed do a service to the community running and operating - but the thing I see/hear a lot is the upper mountain is not properly maintained as far as railroad debris. Old tracks, ties, spikes and rail just scattered about. It is off-putting. Several times I have almost skied/stepped on this stuff dozens of feet away from the actual track line."* ***MWCR:*** *"Alex Cole Agreed! But if you check it out now, I think you'll see that we've made good on our promise to restore the right-of-way to as clean of a railroad property as you'll find anywhere, and we're not finished yet. The re-railing project that we completed earlier this year did indeed leave a tremendous amount of debris in its wake, and the equipment and crews that removed/replaced the old rail and wood were necessarily different than the equipment that cleaned it all up. Some of the oldest debris, for instance, above Jacob's Ladder, is simply beyond the reach of our cranes or inaccessible to heavy ground equipment. And much of that debris was caused by the historic hurricane of 1938! The other thing to remember is that a 99 foot swath of land from the track centerline out to either side is private property, wholly owned by the railway. That's absolutely no excuse for neglecting our responsibilities as neighbors on the mountain, and we certainly have no problem with anyone skiing or hiking alongside the tracks. But it does seem that some folks are either unaware of or simply choose to ignore the fact that the railway has well-defined property rights and boundaries, as does the Auto Road – both are privately owned.(2022)*

- MWCR photo / Facebook.com

where hiker Lizzie Bourne lost her life to the mountain's bad weather in 1855. He would build two 500-foot long platforms, supported by trestles, to accommodate the cars, which would include cars for sleeping, dining, restrooms, and a shelter. The cars would be removed each winter. As part of this plan, Presby and the state have settled the Cog's property claims at the summit itself. Current trains run up to the summit. Under the new plan, they would terminate at "Lizzie's Station." Presby says this would reduce congestion at the summit itself because passengers wishing to go to the summit would have to take a short shuttle train or hike up. It's hard to see how this would discourage many riders. Some environmentalists are concerned that this plan would irreparably damage or even destroy delicate and rare alpine flora and fauna. That's a legitimate concern, as is the question of just how many tourists the railway and the Auto Road can bring to the "top of New England" without seriously harming the summit environment. As the Auto Road's Howard Wemyss noted in recommending an environmental assessment as part of any new master plan, the purpose would be "to make sure that any future expansion, development or construction of any kind will not harm the environmental health of the summit." The Mount Washington Commission hasn't accepted that idea but it will take public comment on a draft master plan (bit.ly/3c87fFi) twice this week: Monday at 7 p.m. at the North Conway Community Center and Tuesday at 9 a.m. in Concord at the Legislative Office Building. Anyone interested in this invaluable piece of New Hampshire ought to attend or submit written comments."

- New Hampshire Union Leader - Sun, Aug 21, 2022

August 22nd

Mt. Washington Master Plan Hearing 1: "The Mt. Washington Commission (MWC) is hosting two public information sessions to solicit public comment on its draft Master Plan for the summit of Mount Washington. The MWC is required to prepare a master plan for the summit in accordance with RSA 227-B:6. The commission will provide a brief presentation on the draft Master Plan and take questions and comments from the public.

Paula Tracy reports: "The future of the state's 60-acre Mount Washington State Park is up for public comment right now through the end of this month. Input on the draft master plan for the northeast's highest peak brought out about 75 mostly North Country residents to a meeting Monday night with many stating the fragile summit needs to be protected from the masses. At the North Conway Community Center, many stressed the need for an environmental assessment to guide the master plan and some expressed concern about a separate and proposed development for a hotel just below the summit by the Mount Washington Cog Railway. Wayne Presby of the Cog, and a member of the commission, said the Cog plan is still in its development stages and is separate from the master plan. Sustainability is the key, said state Sen. Jeb Bradley, R-Wolfeboro, chair of the Mount Washington Commission. The last plan was in 1970. Whether a fee should be charged for the summit is being discussed. Whether there should be educational components there and what they would consist of is also in play, particularly as it relates to climate change. What are the leases, licenses, and agreements within the park as well as consideration of a balance of historic and modern amenities, accessibility, and hoped-for experiences will be part of the master plan? Retiring State Parks Director Phil Bryce said, "it has been a little bit of a struggle at times to get the commission working together as one body" and this master plan he said is "a gratifying document to work and support each other in different ways." There are forces of business and conservation at the summit where the worst weather in the world can add to the complicated aspects of the park, said Bryce. Hikers, skiers, sightseers, right now there is no way to regulate who is there, Bryce said. The buildings are separate and can have limitations.



Meeting of the Mount Washington Commission Monday night in North Conway (2022)
- Paula Tracy photo / InDepthNH.org

North Country resident Lucy Wyman said while she understands there is a boundary between the park and the proposed Lizzie's Station project, the state should have influence over its abutters and their uses. She expressed concern about additional and compounded uses of the summit. Joe Egan, Brownfield Maine, who maintains two trails on the summit as a volunteer, said his experience has always been wonderful. "I know the value of the Cog Railway and the Auto Road but I just want to say…I don't think there should be further development," he said, regardless of ownership at the top of the rock pile and that area. His comments, among the first of the night, were met with applause. Abby Evankow of Gorham called for an environmental assessment

before any plan is approved. She suggested a facilitator be hired to help integrate the assessment into the plan. "Protect and preserve are the first two priorities," she said. Rick Davis of Conway said he has lived in the valley for the last 70 years and has seen growth. "This plan is just going to bring more and more people to Mount Washington," he said. "If you are going to go with this plan and you have that many more people up there, what is the plan to address the stress?" Bradley suggested he read page 11 which includes water and sewer upgrades. "It's my hope…that we will provide the funds for the environmental assessment and …use the capital budget process" to implement recommendations. "This is designed to be a living document which can be amended," Bradley said.

Lizzie's Station Concern: A number of people were expressing concern about the proposed "Lizzie's Station," a plan by the Cog Rail to build a seasonal hotel 500 feet below the summit on property outside of the state park. The land abuts that of the U.S. Forest Service and would require development approval by officials in Coös County Planning Commission. Davis said the concept of having 18 seasonal cars used as a hotel sitting up in that wind on the edge of the Great Gulf Wilderness is perilous. "I don't think this is well thought out," he said. He noted there are endangered birds and plants on that summit that would be further imperiled. Donna Day of Madison said a few analyses are being done including the master plan and Lizzie's Station. She wanted to know how they would be accomplished and the costs. Bradley said the environmental assessment would cost the state "six or seven figures," and would have to come from a state legislative appropriation and that the Lizzie's Station proposal would be totally different and plans would be borne by the developer. It is likely that the environmental process would be a lengthy process, he said. The Mount Washington Commission would recommend a plan for an environmental assessment to lawmakers and Bradley noted all commissioners now agree that an environmental assessment is needed. "It would be wonderful for voices like yours to support such a plan," Bradley said to her. Commissioner Sarah Stewart of the state Department of Natural and Cultural Resources, said that the path for Lizzie's Station is a separate one and the meeting was about the master plan for the park. In the past, the Cog has had other plans for construction on the top of the mountain which have been withdrawn. In March, it offered a scaled-down plan. Stewart said the state did enter into an agreement with the Cog which said that if Lizzie's Station is approved then the state would automatically clarify and amend what the Cog's rights would be at the summit and it would make sure that it did not expand its footprint "an inch for the summit." It is signed by the attorney general and was recently approved by the state's Executive Council. Charlene Brown of Conway asked who speaks for the mountain. She said she wanted leaders to keep that in mind. Some noted that the document should address climate change that is occurring and how that should be incorporated into the master plan. The meeting ended with a standing ovation for Jack Middleton, an attorney and longtime volunteer who is a member of the Mount Washington Commission. In October, the commission will get together and take action on the plan based on the suggestions received.

- InDepthNH.org - Mon, Aug 22, 2022 / Caledonian Record - Sat, Aug 27, 2012 pg. A5

August 23rd

Mt. Washington Master Plan Hearing 2: "A plan is in the works for the future of Mount Washington. The Mount Washington Commission met earlier this week to discuss the draft of a master plan that covers the next 10 years for the summit of the mountain, which is becoming a bigger and bigger draw and more crowded each year. "It's a global destination. I think there was a week in June where 30 different countries were represented at the top of the mountain, so we need to plan for that capacity, we need to make sure our water systems can support that capacity, and we need to have discussions about the environmental impacts of increased capacity and what that means to the mountain," said Sarah Stewart, commissioner of the Natural and Cultural Resources Department.



- WMUR.com - Wed, Aug 25, 2022



August 24th

Bedor Project Conditional Approval: *"*After a difference of opinion by the planning consultant for the Bethlehem Planning Board and the engineer for the developer about the specifics for the surety bond, Bethlehem planners on Wednesday *(8/24)* approved with conditions the multi-phase, 41-unit condominium project slated for 140 acres of property at the Adair Country Inn and Restaurant. Among the conditions in the 8-page notice of decision submitted by planning board consultant Tara Bamford for the Adair Cottages subdivision is that the developer must demonstrate the safety of the Guider Lane and Route 302 intersection, which will be the entrance that is planned for a reconfiguration. The multi-year development is being advanced by Joel and Cathy Bedor, who formed JCB Inns LLC for the project and who own the Adair Inn property; Andy Smith, owner-broker of Badger Peabody and Smith Realty; and Steve Keach, project engineer with Keach-Nordstrom Associates. Each condominium, beginning in the $400,000 price range, will consist of two to three bedrooms, be individually owned, and will connect to private wells serving two to four homes each and a private septic system and will be accessed by privately owned and maintained roads off of Adair Lane, which is accessed by Guider Lane. Fire protection will be done through new water mains added to the Bethlehem Village District water system, and no home will be less than 300 feet from a hydrant. The applicant is also required to provide copies of the New Hampshire Department of Environmental Services' subdivision approval, wetlands permit and alteration of terrain permit as well as proposed deed covenants, condominium declarations and bylaws for a review by town legal counsel. All conditions of NHDES's wetland permit and alteration of terrain permit are considered to be a part of the approval and are enforceable by the town. The applicant is prohibited from beginning construction work until wetlands damage, done through logging to improve views on the property, is remediated. A driveway permit for a change of use of Guider Lane is also required, and all improvements made in the development must conform to Bethlehem's subdivision regulations. In addition, JCB Inns is required to reimburse the town for expenses incurred in paying Bamford for her professional planning services and for paying town legal counsel. Prior to each phase, the applicant is required to provide an engineer's estimate for all road improvements, shared septic systems, wells, and drainage, and provide a performance guarantee in an amount approved by the planning board.



During the board's meeting on Wednesday, Bamford said her draft notice of decision includes a finding of fact that wasn't necessarily required until this year, until the passing of a new law. The town's road agent and fire chief have signed off on the project. "The fire chief was happy with the fire protection plans and turn- around for the fire trucks," she said. Bamford said the big difference between what the applicant is asking and what she recommends is that the applicant is asking to not have to provide a surety bond for the road construction prior to starting. That is not typical because it's more common to have a bond guarantee for the road before construction and before any building permits are issued, she said. To Keach, Bamford said, "You can say that the towns never end up paying, but I can show you roads in Mountain Lakes, Waterville Valley, and Gorham where they did. It was a big burden and they were supposed to be private roads forever." The other difference was the applicant wants to have a performance bond for restoration of the site in the event it's abandoned, she said. "That's not a northern New Hampshire thing," said Bamford. "We think that's the owner's problem if it's left in an unsightly manner." Such a bond could be considered if the site was in the middle of downtown, but its location at the edge of town and away from close abutters would be the Bedors' problem, she said. Bamford said Keach's approach to surety bonding is probably fine, but her approach takes into account that the town doesn't have much staffing capacity and would have to consult an outside engineer. "There's fewer steps in my approach and I think it's more likely to be enforced by the town," she said. She also

said the public improvements are not just limited to Guider Lane and Route 302, but are also all improvements that will be shared by the 41 condominium owners. Bamford asked that "shared wells" and "septic systems" be added as specific language in the conditions and articulated in references to infrastructure that would be bonded. The planning board's 4-2 conditional approval vote adopts her full recommendations."

- Caledonian Record - Tue, Aug 30, 2022 pg. A1 & A6

August 26th

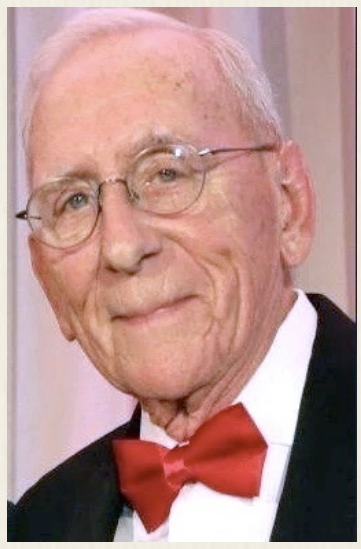
Waumbek Station Expansion: Amanda Gokee reports:"The Mount Washington Railway Company is looking to expand its Waumbek station by extending the platform and building a new deck, according to company owner Wayne Presby. The expansion plan is set to come before the Coös County Zoning Board Tuesday. The expansion is unrelated to the Cog Railway's proposal to create upscale accommodation near the summit of Mt. Washington, Presby told the Bulletin. That proposal has been controversial after the state agreed to support it, with Presby arguing it will be an economic boost and others voicing concerns about its impact on the fragile alpine environment. Gorham resident Abby Evankow said she was concerned that expanding Waumbek station could pave the way for Lizzie's station, and North Country environmental activist Jon Swan took to Twitter urging residents to attend Tuesday's meeting to show opposition for the Lizzie's station project. Located partway up the rail route to the Mt. Washington summit, Waumbek station sits at around 4000 feet of elevation. Passengers disembark at the station during the winter and when severe weather prevents the train from reaching the summit, and steam trains use the station for water refills. Lizzie's station would be higher up on the mountain if it is approved by the Coös County Planning Board. The Cog Railway has not yet submitted an application to the board for Lizzie's station, and counsel for the company said they intend to submit in March of 2023. Presby said expanding the platform would improve the station by enlarging it, and making it more safe and comfortable for visitors. A 2020 review on Tripadvisor summarized one visitor's experience at the station. "Waumbek Station is not a station, it's three partially open sheds in a tiny, poorly maintained patch of slightly flatter dirt," reads the review. "The train ride up is completely unremarkable, 15 to 20 minutes of staring at trees slowly pass you by while you wonder about the amount of coal soot on the ground and your role in destroying the local environment," the review continued. Presby responded to the reviewer, noting that the Cog was working to make improvements. "We appreciate your feedback and we hope you will visit us again once we have completed our plans," he replied. The project proposes a 3-level deck of around 3600 square feet and requires approval by the zoning board because it would exceed the 25-foot setback from the edge of the Cog's property. "We've already been given a green light from the planning board to make the deck 18 feet by 120 feet long," Presby said. He is now seeking permission to make the deck ten feet wider and hopes the zoning board will approve the request Tuesday *(8/30)*. The Zoning Board is scheduled to meet at the North Country Resource Center in Lancaster at 6 p.m. on Tuesday.

- New Hampshire Bulletin Board.com - Fri, Aug 26, 2022

August 28th

The State & The Summit: *Editorial:* "New Hampshire ought to review and rethink what role it should play on Mount Washington and what entity should oversee it. The Northeast's highest peak is an invaluable part of our state in many respects. Its breathtaking beauty and spectacular vistas are unmatched even as its extreme environment tests and sometimes triumphs over mere mortals. The plan of the Cog Railway to position 18 train cars along its right of way below the summit has caught the attention of a variety of interest groups. Several of the cars, which would remain on the mountain each summer, would be sleeper and diner cars for overnight guests. The new "Lizzie's Station" would be the end of the line for passenger trains but a shuttle train would take riders to the summit if they wish. Some groups are concerned about what this would mean for the environment. Others are hopeful that it would bring more tourist dollars to the North Country. The Cog plan has brought renewed attention to the Mount Washington Commission, which has an advisory role over state-owned property at the summit but little else. Its current chairman, state Sen. Jeb Bradley, has pointed out that it has no authority over what the Cog or other private interests (such as the Auto Road) do within their own rights-of-way. It was Gov. Chris Sununu and the Executive Council that earlier this summer OK'd a deal with the Cog that furthered the Lizzie Station plan in exchange for the Cog dropping claims to summit rights. The Auto Road's commission representative complained that the commission had no input before the council vote. But the Cog did present its plans to the commission back in March. What did the commission do back then? And did the Department of Natural and Cultural Resources let the commission know of the state-Cog deal? "I am beginning to think we need legislation that does give the commission deeper responsibility than mere consul-

tation," Loudon resident and attorney Wiltrud Mott-Smith told the commission last week. Last week, in a bit of good news, the governor endorsed state funding for an environmental impact assessment of what further development and more tourism would mean for the summit. The study would be part of a new commission master plan for the summit. The study should actually come before the plan is adopted. It should have come before Sununu and the council signed off on the Cog deal. Meanwhile, the commission's exact role on what happens at the summit of New England needs to be clarified and perhaps re-codified.



Longtime Mount Washington Commission member Jack Middleton *(right)* was saluted at last week's commission hearing in Concord. It's an honor well-deserved for one of the most decent and admirable of New Hampshiremen. Attorney Middleton has been the Mount Washington Observatory's commission representative. He has given more than 60 years' service to the observatory itself. He has given that much time and more to the mountain, first as a young worker for the Appalachian Mountain Club, later as lawyer and board member of the Cog Railway, always as a lover of the White Mountains and the people who live and work there. They threw away the mold when they made Jack Middleton. Wish that it were possible to make another."

- NH Union Leader - Sun, Aug 28, 2022

August 30th

Coös County Zoning Board of Adjustment: "Tuesday, August 30, 2022 - 6:00pm in the North Country Resource Center/Granite State Room of 629 Main Street, Lancaster, NH. Mount Washington Cog Railway Waumbek Station (variance for setback). After three meetings with the WMNF, Earl Dubal was able to convince them not to oppose our variance. Let's hope that holds true on the 30th." A hearing will be held at the North Country Resource Center Granite State Room at 629 Main Street in Lancaster NH on Tuesday August 30, 2022 at 6:00 p.m. Concerning a request by the Mount Washington Railway Company for an Application for a Variance concerning article VI section 6.06, Minimum Setbacks of the Coös County Unincorporated Places Zoning Ordinances. The applicant proposes to construct a 28' x 120' train platform where 10' 8" would be within the 25' setback on the property located at 3168 Base Station Road, Thompson & Meserve Purchase, Map 1605, Lot 11" ***Minutes:*** "CASE 22-001 Mt. Washington Cog Railway - Chairman Scott Deblois informed the applicant that since there was not a full board present that he had the option to delay the proceedings until a full board was present. The applicant consented to proceed without a full board. Chairman Deblois asked the applicant to present his case. Mr. Wayne Presby introduced his attorney, Earl Duval who presented the application. Attorney Duval noted that on September 15, 2021, he discussed with the Coös County Planning Board a proposal to increase the width of the platform at Waumbek Station. The Planning Board consensus was that if a variance was approved by the ZBA that updated plans should be submitted to the Planning Board for the site plan file. Attorney Duval stated that prior to submitting the variance application he discussed on two separate occasions the proposed width changes with Derek Ibarguen, Forest Supervisor, White Mountain National Forest and Brook Brown, Forest Ranger. The US Forest Service-USDA, White Mountain Forest is the only abutter. Attorney Duval conveyed to the board that Forest Service representatives stated to him during the meetings that they had no objection to the platform. A member of the public, Jon Swan, Dalton NH asked if that was received in writing. Attorney Duval stated that he did not have anything in writing. There were no representatives from the US Forest Service in attendance and no correspondence was submitted directly to the board prior to the meeting. Board member, Roland Lefty Theberge asked Attorney Duval if the request for the increased width of the platform was for safety or convenience. Attorney Duval responded that the purpose is for safety of the passengers that embark and disembark at Waumbek Station. Mr. Wayne Presby stated that the platform can be very congested. Attorney Duval stated that the construction had begun on the 18'x by 120 platform that had been approved and he has been working with the NH Fire Marshal's office. Chairman Deblois asked the applicant to respond to the following 5 facts in support of granting the variance: Attorney Duval responded with the following narrative that was included in the variance application:

1. Granting the variance would not be contrary to the public interest because:

The additional platform is an accessory use to the existing station in an area that is only developed by the railroad and surrounded by thousands of acres of very dense forest on both sides of its tracks.

Granting the variance would not be contrary to the public interest because it does not alter the essential character of the neighborhood, nor does it threaten the health, safety, and general welfare of the public.

2. If the variance were granted, the spirit of the ordinance would be observed because:

In general, it is understood that setbacks are established to promote the health, safety, or general welfare of the public. Setbacks do this by lessening congestion in the streets and prevent landowners from crowding the property of others; allow for the safe placement of utilities; securing safety from fires, panic, and other dangers; and for providing for adequate light and air.

If the variance was granted, the spirt of the ordinance would be observed because it would not threaten the health, safety, or general welfare of the public in that the legal purpose of the setback would not be violated.

As proposed, there would still be a substantial distance (14'4") from the edge of the platform to the property line and all guests visiting Waumbek Station will remain on the platform or on property owned by the Cog.

3. Granting the variance would do substantial justice because:

Granting the variance would do substantial justice because the general public would benefit significantly from having a safe platform, the platform as proposed is consistent with the present use of Waumbek Station and the development will create additional property taxes.

4. If the variance were granted, the values of the surrounding properties would not be diminished because:

If the variance were granted, the values of the surrounding properties would not be diminished because the project as proposed is consistent with the present use and it would not alter the existing character of the area.

5. Unnecessary Hardship

A. Owing to special conditions of the property that distinguish it from other properties in the area, denial of the variance would result in unnecessary hardship because:

i. No fair and substantial relationship exists between the general public purposes of the ordinance provision and the specific application of that provision to the property because:

Due to the unique size of the Cog's property the required 25' setback requirement makes it impossible to construct a platform that would safely accommodate Cog passengers at Waumbek Station.

The Cogs only abutter at Waumbek Station is the White Mountain National Forest (Map 1605, Lot 5 consisting of 10,665 acres). The entire property line at Waumbek Station consists of dense forest land.

Given the special conditions of the Cog's property, application of the required 25' setback would not advance the purposes of the required setback in any fair and substantial way.

ii. The proposed use is a reasonable one because:

Given the uniqueness of the property and the environment, the construction of the proposed platform is reasonable as it will provide a safe place for the Cog's passengers to disembark and enjoy a part of Mount Washington.

Chairman Deblois asked if a snow cat or another type of large emergency equipment would be able to maneuver through the remaining 14' setback area to the abutting property in case of an emergency. Attorney Duval and Mr. Wayne Presby responded to the question in the affirmative. Chairman Deblois asked if anyone from the public wanted to speak regarding the variance request:

Roger Doucette, Whitefield: Mr. Doucette asked if the reason for the increase in platform was to increase the capacity of the shelters at the station. Attorney Duval responded no that it was just to provide more space for passengers on the platform. Mr. Presby stated that there weren't increasing the capacity of the passengers visiting the lean-tos in the winter. ***Brian Post, Carroll County resident:*** Mr. Post asked about a photo that he had seen on a social media website that appeared to him that the 28' wide platform had already been built. Mr. Presby stated that no it hadn't been built yet. Ryan Presby stated that areas off the platform can get icy and last winter two passengers fell and broke their legs. The increased width of the platform would provide more space, so passengers don't wander into non-maintained areas. ***Nancy Decourcey, Jefferson.*** Ms. Decourcey asked how the increased width of the platform could aid in the safety of the general public. Mr. Presby stated that it does assist in the safety of the public because there are hikers and back country skiers that use the right-of-way



Cog Railway owner Wayne Presby (seated) listens while his attorney Earl Duval explains his application for a variance to the Coös County Zoning Board. (2022)
- Barbara Tereault photo / Conway Daily Sun

along the tracks. ***Sue Suitor, Whitefield.*** Ms. Suitor asked if hikers could use the lean-to facilities and Mr. Presby answered in the affirmative. ***Sue Wemys,*** asked what the elevation is at Waumbek station? Ryan Presby stated it was a little less than 4,000 feet. Ms. Wemys asked if it was below the tree line and Wayne Presby stated it was. Ms. Wemys asked if there were any Bicknell's thrush birds in that area. Wayne Presby said he didn't know. ***Jon Swan, Dalton***. Mr. Swan asked about how many documented accidents or injuries occur on average at Waumbek Station. Ryan Presby stated that last year there were 3 slip and falls. Mr. Swan stated that the board needs to review the request using the five criteria and that this project doesn't meet the hardship criteria because it is already relatively safe at the station, and the request is more than a want then a need. Mr. Swan also stated that the board should consider that this improvement to Waumbek Station is also part of the Lizzie's Station project of which there is a lot of opposition. Mr. Duval responded that as a property owner it is their constitutional right to be able to use that property in a viable manner. Mr. Duval said that the five criteria are for the purpose of setback variance. Mr. Presby stated that the increased platform would serve the purpose of public safety because it would reduce the potential for injuries. ***Abby Evankow, Gorham***. Ms. Evankow stated that historically trains, train tracks, and train depots are long and narrow and that businesses have been building in railroad rights-of-way for over a century and there is no good reason to change it now. The Coös County Planning Board approved a plan with a conforming deck and Ms. Evankow supports the right to build that conforming deck. Ms. Evankow assumes that the planning board would have addressed safety during the approval process, so it doesn't make sense that now it is unsafe. Ms. Evankow stated that it was troubling to read that the applicant had to go before the planning board to address the building of the lean-tos without a permit. Ms. Evankow requested that the board deny the request for a setback variance because the applicant has not met all the requirements ***Dennis Pednault*** - Mr. Pednault stated that he doesn't think the board can use Mr. Duval's statement regarding his discussion with the US Forest Service because it is hearsay and can't be part of the board's deliberations. Mr. Duval responded that as counsel to the applicant he submitted to the board that he met with Derek Ibarguen and Brooke Brown of the US Forest Service and provided plans, applications and materials and reviewed it with. He stated that he asked if he could relay their discussion to the board and there was no objection. Mr. Presby stated that Mr. Duval is a member of the New Hampshire Bar Association, and it is his fiduciary duty not to lie in a public meeting. ***Cam Bradshaw, Berlin.*** The question was asked how the US Forest Service could agree to something like this since it is public land. It is surprising that there isn't a public process for this. Mr. Duval stated that he didn't say that the US Forest Service said yes just that there were no objections. ***Jon Swan, Dalton***. Mr. Swan said that the applicant needs to have something in writing from the US Forest Service. Mr. Duval asked if the notice regarding the meeting was sent the US Forest Service. County Administrator Fish stated yes, and the signed certified mail receipt was returned. Mr. Presby stated that the US Forest Service could have sent a representative to the meeting if there were objections to the application. ***Lucy Wyman, Lancaster***. Ms. Wyman stated that she reviewed the minutes of the planning board minutes and she was confused about the timing of the approval for the lean-tos. Chairman Deblois stated that the approval process for the lean-tos didn't have anything to do with the ZBA. She agreed with others in the room that Cog Railway riders are not members of the general public.

There was no further public comment. The chair asked for motion to close the public hearing. Mark Evans made the motion and Lefty Theberge seconded the motion. The motion was approved by voice vote. 3-0. The board entered deliberations. It was discussed that the board visit the site of the variance request. Mark Evans stated that the applicant is asking for an additional 10 feet and that there is only forest on the other side of the boundary. He doesn't think it necessary to visit the site. Lefty Theberge said sometimes it is a good idea to see

the site than to rely on photographs. Mark Evans stated that the only abutter has no complaints because they didn't send a letter or attend the meeting. On a motion from Mark Evans and with a second from Lefty Theberge to grant the applicant Mt. Washington Railway Company's request for a variance from Article VI section 6.06 of the Coös County Zoning Ordinance... The chair called for a rollcall: Mark Evans - Yes, Lefty Theberge - Yes and Scott Deblois - No. The motion passed 2-1.

Variance Approved: Reporter Robert Blechl writes: "The Coös County Zoning Board of Adjustment last week granted a setback variance for a wider train platform for the Cog Railway. Cog owner Wayne Presby requested a variance from Article VI, Section 6.06, of the county zoning ordinance to permit the construction of a 28-by-120-foot train platform, where nearly 11 feet would be within the 25-foot setback, according to the Aug. 30 minutes of the meeting that took place at the North Country Resource Center in Lancaster. On Sept. 15, 2021, Presby's attorney, Earl Duval, met with the Coös County Planning Board for a proposal to increase the width of the platform at Waumbek Station, which sits just below 4,000 feet in elevation and below the tree line on the way up to the summit of Mt. Washington. Before submitting the variance request for the proposed width changes, Duval told county zoners that the U.S. Forest Service and White Mountain National Forest is the only abutter and Forest Service representatives told him they had no objection to the wider platform. The original plan was for a narrower train platform, 18-by-120 feet. Duval said the purpose of the increased platform width is for the safety of the passengers that embark and disembark at Waumbek station. Presby said the current platform can become very congested. Members of the public weighed in with questions, among them Nancy DeCourcey, of Jefferson, who asked if the increased platform width could also aid in the safety of the general public. Presby replied in the affirmative and said it does help with public safety because there are hikers and back-country skiers who use the right-of-way along the tracks. He also said the increased platform width would serve the purpose of public safety because it would reduce the potential for injuries on a crowded platform. In building a wider platform, Presby said he is not increasing the capacity of passengers visiting the lean-tos during winter. Not all residents were keen on the variance. Abby Evankow, of Gorham, said that historically trains, train tracks, and depots are long and narrow and the companies have been constructing railroad rights-of-way for more than a century and there is no good reason to change it now. The county planning board would have addressed safety during its approval process, so it doesn't make sense that the platform is now unsafe, said Evankow, who asked zoners to deny the request for a setback variance on the argument that the applicant has not met all of the requirements. The ZBA, some of whose members were absent from the meeting, approved the setback variance in a 3-0 vote."

- St. Johnsbury (VT) Caledonian Record - Wed, Sep 7, 2022 pg. A2

Yes, They Did: Barbara Tetreault writes: "The Coös County Zoning Board of Adjustment at its last meeting approved a variance allowing the Mount Washington Railway Co. to increase the width of the train platform at its Waumbek Station. Representing the Cog at the Aug. 30 meeting, attorney Earl Duval explained that the Cog wants to expand the platform and build a new deck at Waumbek. The station is at about 4,000 feet elevation and is the stopping point for passengers during the winter months and when the weather is too bad to go to the summit. Duval noted the Coös County Planning Board last fall gave site plan approval to the project, including expanding the length of the platform to 120 feet. But the planning board said the Cog would have to get a variance from the zoning board to expand the width of the platform from 18 to 28 feet because the platform would then not meet the required 25-foot setback from the lot line. In the Cog's application, owner Wayne Presby wrote that the platforms used at Waumbek are very small and passengers end up walking on and standing on rocky and sometimes muddy and most often snow- and ice-covered mountain. "The new platform will be free of ice and snow and will provide guests with a safe venue to disembark and enjoy Waumbek," he wrote. The application noted the passengers disembark for 25 minutes, and there are hot refreshments, warming huts, a fire pit and stunning views for their enjoyment. Some choose to cross-county ski or snowshoe back to the Base. Reviewing the criteria, Duval said the project would not violate the spirit of the ordinance or be harmful to the public. Instead, he argued it would make the platform safer. Duval said the only abutter is the White Mountain National Forest and he outlined the project to two White Mountain National Forest officials and they said they had no problems with it. He said he included that in the application. Jon Swan of Whitefield asked if the Forest Service had provided the board with a written statement that they do not oppose it. Duval said they had not but also noted that no one from the Forest Service was at the meeting to oppose it. Coös County Administrator Jennifer Fish confirmed a notice of the hearing was sent to the Forest Service. Duval argued the project met the criteria for a variance — the general public would benefit from it; the platform is consistent with

present use of the area; and it will generate additional property taxes for the county. Swan said the project did not meet the criteria. He said denying the variance would not create a hardship for the applicant, noting the Cog is taking people up and down the mountain safely. He said it sounds like more of a want than a necessity. Swan said the Cog has announced plans to offer overnight accommodations on top of the mountain with its Lizzie's Station and pointed out there is considerable opposition to the plan and to further impacts to the mountain. Abby Evanhow of Gorham urged the board to reject the request. She noted the new platform would benefit the Cog's passengers and not the general public. She said the planning board had to ask the Cog to come before them to review the lean-tos after they were already built. She said she concurs with others who believe granting the variance "can lead to a slippery slope of unintended precedences." Board member Roland Theberge moved that the request be tabled to allow the board to view the Waumbek Station. One board member said he had never ridden on the Cog Railway. Presby asked that the board to move as quickly as possible if it wants to view the site. After viewing the site, he said the board will have to schedule and advertise another meeting. Presby said it starts getting cold at 4,000 feet now and the Cog would like to finish the project before winter. Board member Mark Evans said he felt the zoning board had all the information it needed and moved to approve the variance. Theberge voted in favor, while Vice Chair Scott DeBlois voted against. Two members were absent." *- Conway (NH) Daily Sun - Tue, Sep 20-22, 2022*



Labor Day Weekend sunset with train in repose after its daily labors were completed. (2022)
- Josh Bishop photo / Facebook

September 7th

Strong but Challenging Business Summer: "This year, while businesses still dealt with staffing shortages and supply chain issues, some reported through an informal survey by the Mt. Washington Valley Chamber of Commerce that 2022 felt a lot more pleasant compared to the last two years. While most businesses reported growth, it's important to remember how hard everyone is working. All respondents reported an increase in business compared to their 2019 numbers. (With 2020 and 2021 being such anomalies, it makes sense to compare 2022 to 2019 numbers for a more accurate read on growth.) So while business grew, business owners and managers felt like the demand was more manageable this summer. This could be due in part to many things. Perhaps we, as a community, are now just used to the new "normal" as it describes traveler trends. It could also be due to the fact that the surge of visitors felt slower due to many taking longer to pull the trigger on their trips due to gas prices. Those who did visit, stayed for a shorter period with less lead time in planning but spent more once they arrived. Another reason could include that many businesses noticed a new target market — one that travels with a larger budget. This was certainly a demographic that Carol Sullivan, owner of White Mountain Hotel and Hale's Location Golf Course, noticed when reviewing guest demographics. All three entities of her business — hotel, restaurant and golf course — were up compared to 2019, and she noticed many guests were from Connecticut and New York. Rob Arey of the Mount Washington Cog Railway, shared that if it hadn't

rained this Monday, Labor Day weekend would have been record-breaking. He noted that Canadian visitors were back, after two years away." *- Conway (NH) Daily Sun - Thu, Sep 7, 2022*



The breakfast meeting at The Glen House in Gorham before the Executive Council meeting Wednesday. (2022)
- Paula Tracy photo / InDepthNH.org

White Mountain Chamber Breakfast: "In competition for about 150 years on either side of Mount Washington, officials for two iconic tourism operations were featured speakers before the Governor and Executive Council meeting on Wednesday *(9/7)* at The Glen House *(above)*, a 2018-construction hotel which is a sister operation to the Mount Washington Auto Road. Officials for the Auto Road and the Cog Railway addressed councilors while getting an opportunity to hear from the new executive director of the White Mountain Chamber of Commerce Michelle Cruz and state Sen. Jeb Bradley, R-Wolfeboro, who chairs the committee working on a new master plan for Mount Washington State Park at the summit of the 6,288-foot peak. The two businesses, longtime rivals and family-owned, are working with the master plan to see what their future fortunes hold atop the rock pile. Bradley and Commissioner of Natural and Cultural Resources Sarah Stewart said an environmental assessment and recommendations for future use of the summit are an essential part of any new master plan and that it is likely a two-year process with legislative approval for funding which will shape the final document.

Many North Country business leaders and legislators attended the morning breakfast at The Glen House, built in 2018 at the base of the Auto Road in an environmentally sustainable manner. Michelle Cruz, the new director of the Mount Washington Valley Chamber of Commerce welcomed the council and Gov. Chris Sununu and talked about a new initiative intended to educate and connect visitors with those who live in the area. "We want to share it with others and educate them," Cruz said. She said the initiative would encourage people to hire a guide. "It is important to understand the environmental impact," Cruz said. "We all know 2020 was a difficult year," with many new people coming to the area during the pandemic, unfamiliar with the area and in need of guidance to recreate responsibly. Cruz said in 2002 she moved to the area to spend 10 months as an Americorps worker and grew up in New York City. She returned. "I figured it out and am so grateful to be part of this community. This area is so special. Yes, the tourists are coming here. We want to share with them who we are. We needed to get out a message of who we are…it won't be overnight," she said of the education process.

Auto Road: Lisa McCoy, events and marketing director at Auto Road, also addressed the meeting. She noted the road opened in 1851 at the beginning of the Civil War and has been operating safely for over 160 years on the Northeast's highest peak. "We really focus on our safety record and history," McCoy said. The weather is so unique and a challenge but also a big draw. "It's like driving to Northern Labrador. We don't have much alpine environment anywhere else," she said. The proximity to urban areas is a challenge and there is work to "teach people." The company is family owned and considers itself "stewards." McCoy said it feels important to conserve the road and the mountain for generations to come. "We are committed to a green energy future." She noted they have Electric Vehicle charging stations, use geothermal at the hotel, wood pellets, and a small hydropower operation for buildings, and many of the "stages" or mini-busses are fueled by propane. The company offers guided whitewater tours, snow coach tours to treeline on Mount Washington, and Nordic skiing, fat bike, mountain bike, ski, and snowshoe hikes.

Cog Rail: Wayne Presby, who bought the Cog Railway when he was 26 years old, said he has owned the iconic rail line to the summit of Mount Washington longer than anyone in its history. "We've been doing a lot of things just over the past four or five years," Presby said. He touched on his proposal to build a seasonal hotel just below the base, which is going to a conceptual meeting before officials of Coös County on Oct. 7. In recent years, Presby said they have completed rerailing the track laying 1,500 pieces; 10,000 custom tie plates using 12.5 tons of steel. Also, the company is having the first anniversary of a new maintenance facility at Marsh Station in Carroll on the other side of the mountain. He said the company has a new snowcat to help in mountain rescues, built a new mid-mountain station called Waumbek station, and has had three winters where they have been open up to that location. Presby said he is working with the state community college system on a number of different programs in manufacturing and the Cog has built seven diesel locomotives from the ground up. He said one of the things he is most proud of is an effort underway to convert ownership into employee stock "so it will be completely owned by the employees" in the future, he said, noting currently it has about 80 employees. Presby said the Cog is also trying to improve communications on the mountain for guests by running a fiberoptic line up the mountain "so we have good wifi available all over the summit." He said ridership has increased from 25,000 to 150,000.

Mount Washington Commission: Sen. Bradley, an avid hiker, talked about how he and his wife enjoy hiking the mountain in winter. He said the commission includes both Auto Road and Cog along with other stakeholders at the summit, including the Mount Washington Observatory, which is mostly a science-based weather operation to "bring all of the varied interests of the summit in a working format. "There is a lot happening up there," Presby said, including telecommunications. The first master plan in about 50 years should be delivered to the state hopefully by Jan. 1. "The most important thing is an environmental assessment," as part of the plan, "so we have a good handle on all the things that are up there…a good analysis of climate change," and capital needs. "We need that kind of assessment," which he noted might cost in the six- to seven-figure range from the state's capital budget. "This will be one of the top items for the next legislature to consider," he said. He thanked Sununu for his "steadfast support" for the environmental assessment. Accessibility, he said, is key for the next plan.

- InDepthNH.org - Thu, Sep 7, 2022
https://indepthnh.org/2022/09/07/cog-railroad-and-mount-washington-auto-road-officials-strut-their-stuff-to-executive-councilors/



Meeting at the top of Mount Washington. From left are: Executive Councilors Ted Gatsas, Cinde Warmington, Joe Kenney, Gov. Chris Sununu, Councilors Janet Stevens and David Wheeler. (2022)
- Paula Tracy photo / InDepthNH.org

Governor & Council on the Mountain: "High above the clouds at 6,288 feet, the Governor and Executive Council met for the first meeting in state history atop Mount Washington Wednesday *(9/7)* and voted to approve a number of contracts. *(Ed note: Not the first. In July 1933, Gov. John Winant and the Executive Council met and stayed overnight on the Summit to celebrate the opening of Col. Henry Teague's Mount Washington Club and approve highway de-*

partment matters. Gov. Wesley Powell and his Executive Council met at the top of Mt. Washington on August 15, 1961 to celebrate the Auto Road's Centennial. In 1965 during a session at the summit, Gov. John King told the Council he would be naing a special study committee to determine how the state can best develop the summit area to further enhance Mt. Washington "as perhaps the greatest single natural landmakr in the East."). It included increased funding for recruitment and retention of thousands of state employees including corrections staff, state police, state fire, winter highway plow drivers, and veterans home employees using primarily federal American Rescue Plan Act funds. Executive Councilor Cinde Warmington, a Concord Democrat however, urged Gov. Chris Sununu to use collective bargaining for state workers instead, noting there are vacancies in just about every aspect of state government and it is becoming an issue of public safety. The Consolidated Recruitment and Retention Initiative, Sununu said, is critical and helpful now as the state competes with other states and the private industry for workers. The temporary funds through June, 2023, will be of great benefit to employees who are facing inflationary spending, councilors noted. The meeting also included safety discussions related to the recent rash of road deaths, $5 million to stand up more shelters for the homeless this winter and almost $4 million approved for school safety, using federal American Rescue Plan Act funds.

Every summer, each of the five Executive Councilors gets to host a meeting in their district. The intent is to expose each commissioner and department head to another part of the state, honor locals and get them to understand the executive branch of state government. Executive Councilor Joe Kenney, R-Wakefield, chose Mount Washington State Park for his pick this summer and noted at the breakfast meeting at The Glen House in Gorham that he did not know why the legendary District 1 Councilor Ray Burton had never chosen the top of the rock pile for his meeting. "Because he was reasonable," quipped Executive Councilor Ted Gatsas, R-Manchester, to laughter. The meeting was historic and picture perfect weather greeted the councilors. Most of the meeting attendees got to the summit by the Mount Washington Auto Road in eight lined up "stage coaches" outside the hotel, built in 2018 at the base of the Auto Road. Some, including the governor, took their own vehicles for the half hour ride through the clouds, about 7.6 miles long to break through the clouds at about 5,000 feet to see sunshine, floating clouds and the peaks of Mounts Monroe and Adams. Known as the home of the world's worst weather, and the 90-year-old Mount Washington Observatory, the 70-acre park at the summit is the highest point in the Northeast. The wind, clocked at 231 miles per hour in 1934, was decidedly calm Wednesday with about 11 miles per hour of wind. It allowed the council to take a photograph *(previous page)* without jackets, and they toured the observatory summit building. The exception to the primary mode of transportation to attend the meeting was Commissioner of Education Frank Edleblut, together with three other state officials from the departments of Health and Human Services and Education who hiked to the summit in three hours from the East side. Edleblut took a selfie at the summit with fellow hikers Morissa Henn of DHHS, Melissa White of NHED and Nathan White, CFO of DHHS and shared it with InDepthNH.org. He said they began at 6 a.m. and hiked steadily and broke through the cloud cover near Appalachian Mountain Club's Lake of the Clouds Hut, at about 5,000 feet and enjoyed the remaining half hour hike to the summit with a 90-mile view above the clouds. With the sunny undercast as the backdrop for the meeting, Sarah Stewart, commissioner of Department of Natural and Cultural Resources, welcomed all to the park and said that it is important for every citizen to know this is their park. A new master plan now in its draft phase, looks to assess the environment and will seek to ensure equal access for the disabled, she said. Gatsas brought a gift to the summit at the urging of his wife Cassandra. It was actually a set of cat treats from his three-legged cat "Ruby" to the Mount Washington Observatory's cat, "Nimbus" who lives year-round at the summit. The cat did not make an appearance at the meeting but hundreds of passengers from the Cog railway strode through the meeting, along



Proposed Lizzie's Station site on flat portion of tracks to left of tanks. (2022)
- Photos by Paula Tracy / InDepthNH.org

with a number of hikers and people from around the world who took their cars up the road. The governor was interrupted at times by the Cog's lengthy whistle and loud speaker announcements that the iconic train was leaving the summit. The meeting was held in the Sherman Adams lodge, which is owned by the state.

The 10 a.m. meeting began with a pledge of allegiance led by Vietnam Veteran Frank McCarthy; a prayer from Pastor Tanya A. Tupick of the Harvest Christian Fellowship Church in Berlin; and a presentation by artist Debbie Aldrich of Randolph. Sununu also gave commendation and recognition awards to Selectman Mike Waddell of Gorham; Linda Cushman of Jefferson, its deputy town clerk; and Howie Wemyss of Randolph of the Mount Washington Auto Road, who is retiring. Commissioner of Safety Robert Quinn was asked by the governor to address recent fatalities. "We are frustrated," Quinn said, noting nine people have lost their lives in recent days. "We can't arrest our way out of it," he said noting the reason is often "people making just bad decisions. Impairment, speeding and distractions…they are taking risk. They are taking risky behavior." Noting that people understand risks on the auto road but on the average road they are less focused at times. "You have to be a responsible driver," Quinn said.

Federal American Rescue Plan money will be available for helping folks shelter from the cold this winter. Working with regional Community Action Projects or CAPs, these temporary shelters have not yet been identified for locations but will be soon, the council was told. The council voted to authorize to accept and expend the $5-million dollars in federal funds to support emergency shelter and homelessness initiatives during the winter of 2022 and 2023. The authorization is still contingent on Legislative Fiscal Committee approval, which will be on its Sept. 9 agenda. Almost $4-million in school safety upgrades approve - another $10-million available. The council also approved from the Public School Infrastructure Fund $3,859,917.46 for school security improvement projects with the list of public elementary and secondary schools dated August 26. There were 557 applications from 216 schools in the first round, with an opportunity to apply for the second round of funding. Warmington asked how much was available in the second round and was told about another $10 million is available. *- InDepthNH.org - Thu, Sep 7, 2022 /* *https://indepthnh.org/2022/09/07/governor-and-executive-council-make-history-atop-mount-washington/*

September 8th

Fight over Future Mt. Washington: Amanda Gokee reports: "A train trundles up the side of Mount Washington, bringing owner Wayne Presby to the top. The wind moves fast at that height, where the weather can turn quick enough to kill. The train moves slowly, climbing up the steep grade at just under 5 miles per hour. Presby recalls the Cog Railway as a broken toy he set out to fix when he bought it almost 40 years ago. By his own estimation, he's succeeded. "We restored this place and brought it back to its preeminence," he said. But one thing still evades Presby: mountaintop accommodation. He hopes Lizzie's Station, his latest $14 million proposal to put a hotel and restaurant on top of the state's tallest mountain, will be the final step in returning the railroad to its glory days. That project has enraged those who believe it's an improper use of what should be wild, and that it would harm the environment and draw even more visitors to an already overburdened area. Controversy over this project is just one piece in a longstanding disagreement about balancing access and environmental protection at a site that's both extremely popular and fragile. That debate is playing out as the commission charged with overseeing the state park finalizes its master plan, which will shape the summit's future. The state has no current plan in place to manage the overuse of Mount Washington and protect it. And an advisory plan is only so helpful because the mountain is owned by different entities with, at times, competing priorities, from tourism to protecting the land.



Presby's development, where visitors would be able to spend a night in railroad sleeper cars parked just below the mountain's summit, would be right outside the state park. Its approval



Passengers ride the Cog Railway to the summit of Mount Washington. (2022)
- Photos by Andrew Brame / New Hampshire Bulletin)

would ultimately fall to the Coös County Planning board. The railroad is proposing to create a new train station, visible from the summit, where 18 custom-designed Pullman style cars, including nine sleeper cars, would be parked on either side of the railroad tracks. The railroad company proposed a similar project six years ago but abandoned the project after facing criticism from environmental groups and others who live near or use the mountain. This time, the state is supporting the railroad company, but hikers, environmentalists, and residents are voicing objections. "The more you talk it up, the more they're going to come and you overload the system. And you've got a system on the top of Mount Washington that is stressed out to the max," Rick Davis, a Conway resident who has lived in the Mount Washington Valley for 70 years, told members of the Mount Washington Commission during an August meeting on the proposed updates to the master plan. Those concerns were echoed by the more than 30,000 people who signed a petition opposing the proposed hotel and by other residents at the meeting. About 75 people were in attendance, with around 10 speaking on the master plan. The planning document sets a course for the future of the summit, and it aims to promote Mount Washington as a "must-see destination" while ensuring environmental protection. "I don't think there should be further development, whether it's on state lands, or forest service lands, or private lands," said Joe Egan, a hiker from Brownfield, Maine. Egan, 71, is a lifetime member of the Appalachian Mountain Club (AMC), which helps maintain two trails around the summit, and has been coming to Mount Washington for 52 years. Receiving nearly 400,000 visitors annually, Mount Washington is an economic driver in the region. But those numbers have led to congestion at the summit. Presby said Lizzie's Station would help by providing needed additional infrastructure like restrooms while actually delivering fewer people to the summit at a given time. But with no current environmental impact study, it's hard to quantify the impact these visitors have on the fragile alpine environment. If approved, the commission would use the master plan to ask the Legislature to fund a new environmental assessment.

But controlling what happens at the top of the summit is complicated because of the web of private and public groups that have different rights to that land. On the very top of the summit is a state park that's been around since 1964. That park houses the Mount Washington Observatory, an educational nonprofit. On the 800,000 acres below the summit spreads the White Mountains National Forest, public land managed by the U.S. Forest Service. The Appalachian Mountain Club, a nonprofit outdoor group, operates a hut that can sleep 94 people at 5,012 feet elevation, and the group conducts research and educates the public about the summit. Meanwhile, two private entities bring around 300,000 visitors to the summit each year: the Mount Washington

Railroad Company, also called the Cog, which has operated since 1869, and the Mount Washington Auto Road, which opened eight years prior. Both own land and have a right of way on the summit that allows them to operate a railroad and auto road on public land.

The Cog is behind the proposed development: Lizzie's Station would consist of specialty train cars parked around 800 feet below the summit that could accommodate 70 overnight guests from mid-May to mid-October. The station is named for Lizzie Bourne, a 23-year-old hiker who perished there in an 1855 storm, unable to find refuge on the summit just 600 feet away. The development would involve drilling a new well and installing up to 16,000 feet of eight-inch pipe to bring wastewater off the mountain. Lizzie's Station would be built on the railroad's property and require a zoning variance from the Coös County Zoning Board, which federal authorities would have an opportunity to weigh in on. The project would then have to clear the county planning board. The railroad hopes to apply for a zoning variance as early as December and submit materials to the planning board by March 2023, according to the railroad's attorney, Earl Duval.



Cog Railway owner Wayne Presby stands on the summit of Mount Washington, 800 feet from where he's proposing to develop mountaintop accommodation. (2022)
- Photos by Andrew Brame / New Hampshire Bulletin)

'Restoring this place to its glory': Presby, 65, said the railroad was in poor condition when he bought it nearly forty years ago. His vision was to return it to its heyday – when it operated a hotel and brought guests to stay overnight at the top of the mountain. "Historically, there always were accommodations on the summit," Presby said. "Lizzie's would be the culminating part of restoring this place to its glory." The railroad has built two hotels on the summit of Mount Washington in the past, according to Presby *(next page)*. The first, built in 1872, had 110 rooms, but burned down in 1908. It was replaced by a 35-room hotel and dining facilities. That was still in existence in 1978 until it was torn down to make room for a new state-run building that houses a food court and the current Mount Washington Observatory. But there are conflicting views about what makes Mount Washington glorious. Some in outdoor conservation argue that the Cog detracts from the wilderness experience and that luxury accommodation would make it worse. Zach Porter, the executive director of a grassroots coalition Standing Trees, said the Forest Service pointed to the Cog's negative impact in its 2005 Forest Plan. "The Cog Railway, with its associated sites and sounds, has a negative effect on the Wilderness experience," the plan states.

The Lizzie's Station proposal is one part of a broader cultural clash in the North Country over outdoor recreation and the role of tourism. Abby Evankow of Gorham said it was the quiet and the night sky that drew her to living in the North Country – and what she calls the human powered trails. Now she sees that being



deteriorated. "I know a lot of people who are employed by the Auto Road, and the AMC, and the Cog," said Evankow. "So we need this, but if you destroy it in the process of making your money… It's this extractive mindset. You come, you use it up, and then you leave." Presby said it's elitist of hikers who would prefer the mountain without the access provided by the Cog. "Why deny these people access?" he said. "That's like saying 'to hell with the handicapped.' They want to limit the people coming to the top – let's limit the number of people going to North Conway because it's a g—— zoo." It's not the first time Presby has tried to build lodging along the railroad – he proposed another hotel lower down on the mountain on a part of the tracks called Skyline in 2016. That project also faced public opposition and never made it before the planning board. But Lizzie's Station has the state's backing. In June, the Executive Council approved a memorandum of agreement that the state will support the railroad's permit application before the Coös County Planning Board, in addition to any other permits, licenses or approvals necessary so long as they don't conflict with the state's other legal obligations. In exchange, the Cog agreed to not pursue further development at the summit. Sarah Stewart, commissioner of the Department of Natural and Cultural Resources, signed off on that agreement, which she called a compromise that would prevent the Cog from growing its presence at the summit. "Hundreds of people get off the train and go into the Sherman Adams building and hundreds of people get on, so it's congested up there," Stewart said in an interview. "If they were going to move forward with a development like Lizzie's station on their own property, then we need to limit their ability to develop anything further at the summit." And Presby said the new project would ease congestion at the summit – passengers would disembark at Lizzie's Station rather than the summit. Visitors could then reach the summit by a hiking path or a separate train that would shuttle them to the top, reducing the number of people getting on and off the train there from 560 at peak times to 140. The state and other commission members agree that's a strength of the project.

A 'flabbergasting' approach: But this collaboration between the state and the railroad has been criticized for both what it would accomplish and how it's been forged. That criticism has come from members of the public and from at least one member of the Mount Washington Commission. "Congestion is powerful evidence of the state's mismanagement of Mount Washington State Park," Jamie Sayen, of Stratford, wrote in a commentary published by *In Depth NH*. "Limiting access, not additional development, is the way to reduce congestion." Hikers and environmentalists have pointed to the American Pipit, a songbird that nests and breeds on Mount Washington, as one species that hangs in the balance. The bird is a species "of special concern" which could become threatened if its breeding habitat isn't protected, according to a 2021 report by the New Hampshire Audubon Society. "All known pipit nests were confined to a narrow band of alpine habitat located from 5,200 to 5,800 feet," the report found. Lizzie's Station would sit at 5,700 feet. Rare plants are also found in the alpine area, like Robbins' cinquefoil, a small perennial flower that became endangered in 1980 after getting trampled by hikers, according to Sayen. It was delisted in 2002 due to protection efforts. And the rare White Mountain

fritillary butterfly is also found at the summit. The Cog's attorney, Earl Duval, said he met with faculty at UNH with the hope of working with the university to protect these species. Some community members called for "strategic retreat" from the summit during a North Conway meeting on the state's master plan. "Who speaks for the mountain?" one attendee asked. Stewart said that outcome was unlikely, given the importance of communication antennas that are used for public safety including by the FBI that need to be staffed on the summit. But she said the state needs to assess the site's capacity and completing an environmental impact study would help make that determination moving forward. "It's an established site, worth preserving, worth bringing future generations to, and we can do a much better job of how we manage the people up there," Stewart said. "It's a free for all right now. There's no path." Presby disagreed with halting development. "Mount Washington is not an undeveloped place," he said. "Certain mountains have become commercialized. This is one of them. You've got every other peak."

And one member of the Mount Washington Commission criticized the state's agreement with the Cog. "How can the state have said we endorse this project and we'll show up at whatever meetings are necessary to make sure that you get permitted to do this? How can they say that when they don't know what the details are?" said Howard Wemyss, who serves on the commission representing the Mount Washington Auto Road. "It just flabbergasts me," he said. Wemyss argues that the process should have involved the Mount Washington Commission, pointing to a provision in the agreement that would allow the Cog to apply for a special use permit to operate a coach within the summit circle for shelter, shopping, and snacks when the state closes its operation. "The part that really bothers me is that in the offseason, when the state park is closed, the Cog has the right to put some of these specialized cars on the summit. How can that not have been brought before the commission?" said Wemyss. Duval, the Cog attorney, said the proposal was presented to the commission in March, and that the Cog has been transparent about its plans, inviting members to the railroad and arranging individual meetings to discuss the project. "We will meet with everyone," he said. "We will be completely transparent." Whether Lizzie's Station gains approval or not, the bigger issue about capacity at the summit – and how to balance access and environmental protection – remains. "I think that's a core of the frustration," Stewart said. "Outdoor recreation is booming, but it's not sustainable. So we do have to find that balance."

- NH Bulletin - Thu, Sep 8, 2022 / St. Johnsbury (VT) Caledonian-Record - Fri, Sep 9, 2022 pg. A1 & A3

Coggers React: Dave Moody: "Good article on Wayne Presby and Lizzie's Station in the *Caledonian Record*. The granola's are throwing another "hissy fit." ***Thomas Lane:*** "Ehhhhhh the Cog has no right to argue on the side of accommodating the handicapped when the coaches themselves don't support wheelchairs or guests with accessibility issues, despite having plenty of opportunities to do so over the years. Other than that, I just wished there was a nice building like Omni's and not coaches, less chances of dumbass hikers breaking into them for shelter." ***Morris Root:*** "Regrettably the e-crowd can too easily go for analysis-paralysis by asking for never ending studies re: rare species. Meanwhile let's look at the history: the Cog was operating before AMC was founded The Cog owned and operated a Summit lodge before NH took charge. National Parks have evolved with measures to accommodate pressures of increased use and mitigate environmental impact. Good luck with the new plan!" ***Aaron Poche:*** "We can go back to coal?" ***Anne Koop:*** "Good pic of Wayne and the train."

- Mt. Washington Cog Railway: We Worked There Facebook page







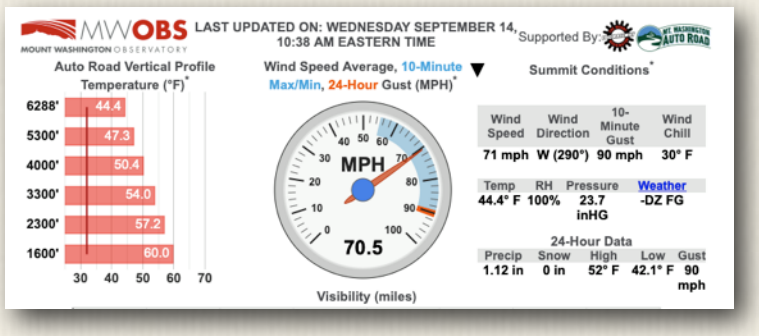
Engineer Josh Bishop visually documents his mountain Zen moment with the Grappler. (2022)
- Photos by Josh Bishop / Facebook

September 10th

Policing the Right of Way: "Good morning Coggers! So what does engineer/Assistant Train Master Josh Bishop do to blow off a little steam at the end of a long day? The same thing many of you would do if given the chance– he hops on M4 and takes the crane car out for a little maintenance-of-way! He spent a couple of hours up at Skyline on Saturday *(9/10)* clearing some of the last debris left over from our massive re-railing project completed earlier this year. The cleanup is almost finished, which is a good thing, because peak foliage season is just a little over a week away. Our expanded early morning and late afternoon schedule begins September 24, and includes a mid-day steamer! And get this– snow and ice is in the higher summits forecast for later this week." ***Susan Beaulieu:*** "Thank you for selling pieces of the old rail. I bought one and it is a great piece of memorabilia from the Cog." ***John Whalen:*** "Nice shots, especially with the wide angle. There's certainly quite a bit of maintenance to keep the cog running smoothly and safely." ***White Mountain Endurance Races:*** "The Cog Railway is really doing a great job of cleaning up the mountain! The race course will be even nicer next year and the mountain is going to be a bit cleaner and more beautiful for everyone!!" ***Josh Bishop:*** "Well another great night after trains stopped running for the day I grabbed the crane car and got 2 more loads of old rail and debris off the mountain. I enjoy taking the opportunity to go clean up the mountain it is so peaceful and relaxing." ***Kristina Folcik:*** "This makes me so happy and your photos have been amazing!!!" ***Susan Gummerus Presby:*** "Great job Josh." ***Bishop:*** "Susan - thank you."

- MWCR Facebook page - Tue, Sep 13, 2022 / Josh Bishop FB page - Mon, Sep 12, 2022

September 14th



Everyone Knows Its Windy: Mount Washington Cog Railway: "Here's a weather update *(right)* for Wednesday, September 14: We're officially calling it for Skyline today due to hurricane force winds at the summit. All trains will make the 90 minute round trip up to 5300', at reduced fares." ***Morris Root:*** "Great conditions for creating rime ice on top of the rockpile... Rime ice = horizontal ice formations caused by high winds. Woo hoo!" ***Dave Moody:*** "Good call, I was at the summit this AM. *(next page)* The conditions were getting close to "scary" at that point." ***Morris Root:*** "Dave Moody - Yup, saw 80 mph gusts earlier. Remember the time I was braking an empty car



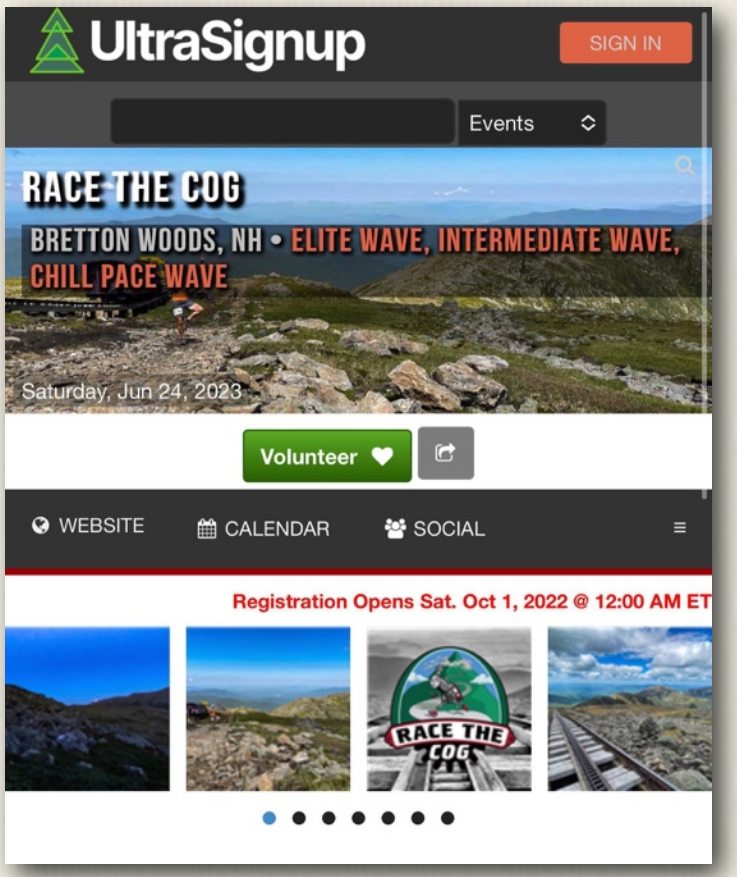


(~1965), think it had been summit supply run. With winds at 80 the car was bouncing on the track and couldn't keep windows closed as wind would blow them in. Suspect GC *(Gordon Chase)* was engineer, boogied off the summit as fast as possible. Didn't use brakes on car until Long Trestle."

- MWCR - Wed, Sep 14, 2022

September 22nd

Endurance Racers Assemble: "White Mountain Endurance Races: Registration opens for the 2023 Race the Cog October 1st! Delta Dental is once again the presenting sponsor! We are only offering the option that includes the Cog ride because we need to have seats available for you and your gear. We are booking vendors for the finish line and will have more food and music ready for you!!!! Link in bio or go to https://wmeraces.com/race-the-cog/#tab-996



September 23rd

Weatherproof Cat Search: Cameron Gallant reports: "You might see the little yellow sign telling you, "The area ahead has the worst weather in America. Many have died there, from exposure even in the summer." Or, you might see nothing but a spray of thick fog. Wind gusts over 100 mph are not uncommon here. On a nice day, however, New Hampshire's 6,288-foot Mount Washington can seem deceptively calm. You can hike or even ride to the Mount Washington Observatory (MWObs) at the summit, and if you're very lucky, meet the resident cat. The observatory has a long tradition of feline residents *(next page)*, initially used for vermin control. Nimbus, a gray rescue adopted from the Conway Humane Society, currently lives with the staff who stay on the mountain. Rebecca Scholand, who was the MWObs operations manager when Nimbus first arrived, highlights the role cats play: "The summit cat is such a special part of our living environment on the summit, making it feel much more like a home on our weeklong shifts." I was curious about Nimbus, so I decided to take a trek up Mount Washington to see if I could meet him. While I've hiked up Mount Washington's Tuckerman Ravine before, this time I chose to ride to the summit on the Cog Railway, a train that uses gears to allow it to grip the track and climb up a mountain. Many thought its creator, Sylvester Marsh, was crazy to propose such an idea, but the railway was



built between 1866 and 1869 and quickly became an icon of the area. It even chauffeured President Ulysses Grant partially up the mountain in 1869. The green landscape slides by around me and cool mountain air wafts gently through the small windows as we begin to climb. The murmur of parents and children talking blends with the sounds of the gears below. As the track gets steeper, we're encouraged to stand up and feel the incline at Jacob's Ladder, pitched at a whopping 37.41 percent grade. As the Cog enters the alpine zone where trees stop growing, I'm thankful for the clear skies. On a nice day, the view from Mount Washington can reach 130 miles, although more frequently, it's nestled in a blanket of clouds. Still, upon debarking, there are indications of Mount Washington's frequently inhospitable weather. The Summit Stage Office is literally chained to the ground and porta-potties sit inside shipping containers so they don't blow over. Mount Washington lies in the path of three major storm tracks and receives wind that has traveled unimpeded for extended distances, picking up speed. The topography of Mount Washington and the mountains around it further magnify wind speeds, the way putting your thumb over the nozzle of a garden hose increases the pressure of the water. Mount Washington style. I ask several staff members about Nimbus and keep an eye out for him, but I learn that he rarely ventures outside of the observatory. Although the cats are allowed outside and there are several famous pictures of previous Mount Washington cats exploring the outdoors, Nimbus prefers the warmth and comfort of inside, where he stalks the mice, chipmunks, and other small critters that sneak in. According to one observatory volunteer in the summit's Extreme Mount Washington museum, Nimbus likes hanging out in the kitchen, where he watches researchers cook their evening meals. You may also find him nestled on the couch on the blanket they have laid out for him, or keeping the researchers company as they work. While it may be difficult to see Nimbus out and about, we can catch glimpses of his sky-high lifestyle from the researchers who live with him, posting about weather bad enough to make it (figuratively) rain cats and dogs. As recently as 2019, the observatory recorded a wind gust of 171 mph, and in 1934 it recorded the 6-decade world record-holding wind speed of 231 mph. The observatory has evolved over the years, but it continues to provide weather data, rain or shine, fog or snow, right on through -90 degree wind chills and inches of rime ice. Keeping up with the weather can be a battle. Custom instruments are used to withstand and accurately measure the unpredictable conditions, and new instruments have been implemented as technology is improved. The observatory tower is part of the Sherman Adams building, a prominent structure of reinforced concrete, complete with an observation deck. Inside, there is a museum, a 24/7 weather station, and a small cafe. The Mount Washington Observatory provides a plethora of educational seminars and members can receive tours of the weather station. Whether you're traveling by yourself, with friends, or with your family, as you prepare for your adventure, here are some facts for the road.

- MWObs provides product testing services for companies looking to test their products in terrible conditions.

- In the late 1940s and early '50s, Mount Washington was used to test jet engine anti-icing technology by the army and Air Force.

- Mount Washington's record wind from 1934 was broken in 1996 off Barrow Island in Australia, but the official world record wasn't changed until about 14 years later because most people didn't pay attention to the data.

• Nimbus wears a tag asking for people not to remove him. According to MWObs staff Ryan Knapp, Mount Washington has had their cats brought down before by people who thought the animal had been abandoned on the summit. As I stand at the top of Mount Washington, I'm awed by the beauty of the natural landscape and the ingenuity and tenacity that led to the summit being widely accessible almost 200 years ago. Today, you can hike up Tuckerman Ravine as gentle streams of snowmelt trickle down the rock face. You can stand atop the observation deck and feel the blast of wind in your face. A whole world awaits nestled in the White Mountains in New Hampshire—and if you're lucky, you may even catch a glimpse of Nimbus.



- Summit Cat Illustrations: Mike Cañas

- Roadtrippers Magazine - Sep 23, 2022 / *https://roadtrippers.com/magazine/new-hampshire-mount-washington-observatory/*



"Waumbek Station on the Cog... New doings there." *September 24th posting on The Railway to the Moon Facebook page sparks following exhcange:* ***William Howard:*** *"Work in progress photo"* ***Frank Judge:*** *"We were told the landings are for winter use only."* ***Conrad Ekstrom:*** *"Probably some don't like the new things, but the Cog has to change and modernize for the future. It is great to have there. I have ridden it several times. Loved it each time cloudy, snow etc. For me the weather never dulled the excitement of being on it. One of our NH mountain treasures....."* ***John Parker:*** *"Conrad - mixed emotions my friend. I get where you are coming from…but I still hate to see anymore of the natural landscape disturbed for profit…although I understand the purpose of the profit."* ***JimBob Crowell:*** *"That was already disturbed there. That is going to be a nice addition to that area for folks to enjoy. Might as well stop building homes here in NH as well."* ***Bob Smith:*** *"Love this. Much improved stop on the winter trains! Much less damaging to the roots and plants (once finished) than thousands of people trampling the thin fragile soil!" (2022)*

- Mt Washington Observatory photo via Railway to the Moon! Facebook page

September 25th

Busy Icy September Sabbath: Mt. Washington Cog Railway: "Well that changed in a hurry– we are summit-bound after all! We sent a recon crew up early this morning to clear the summit switch and platforms, and with the 9:00 departures, all systems are GO for the summit today! Diesels go up to 6288' hourly, with steam trips at 11:30 and 4:00. Seats are still available, but dress warm and skip the flip-flops– it's winter up top!" "It was a busy Sunday here at the World's First Mountain Climbing Cog Railway! Icy winter conditions up top kept the 7:30 steamer and the 8:00 diesel at Skyline, but Assistant Trainmaster Josh Bishop saved the day with an icebreaker run, clearing the way to the summit for later passenger trains. Midday, we pulled off one of the

trickier switching moves we've seen up here recently: swapping MW2 for MW9 for the 11:30 steam trip, while also sliding 2 diesels in behind for the 12:00 triple. Steam brakeman Eli had a bird's eye view of the whole shootin' match, holding the coach on brakes and sprag above the bridge! One of the world's great rail adventures resumes tomorrow, with hourly diesels from 8:00 until 4:00, and steamers at 7:30, 11:30 and 4:00. The color's gettin' good, but the seats are gettin' gone, so be sure to get yours

September 27th

Coös County Zoning Board of Adjustment - Take 2 Minutes: "CASE 2022-002 Mt. Washington Railway Company - Chairman P. J. Cyr explained that the variance request is concerning Article VI Section 6.06 of the Coös County Zoning Ordinance to permit construction of a 28'x120' train platform where 10' 8" would be within the 25' setback on property located in Thompson & Meserve's Purchase, Map 1605, Lot 11. Chairman Cy explained that the case was previously heard at the August 30, 2022. The full board was not present for the meeting and a motion was erroneously made to grant the variance. The vote was 2-1, which is not a legal vote. Attorney Christine Fillmore Johnston was consulted on behalf of the board to provide advice. She advised that the board call a meeting as soon as possible to decide on 1 of 2 options:

1. It could decide that no action was actually taken yet, that the Notice of Decision is void, and continue its original deliberations and voting until some kind of motion actually passes with at least 3 votes (grant or deny). This could all happen at one meeting.

2. It could decide that the Notice of Decision was void AND choose to re-notice and rehear the entire case from the beginning again. If that is the decision, it would be exactly like what happens when they grant a motion for rehearing (schedule the new hearing, fully re-notice everyone, and start again). The Board might also reach this conclusion if it is unable to pass some kind of motion under #1 above.

Chairman Cyr stated that Attorney Fillmore Johnston advised that members of the board that were not present at prior meeting generally may participate so long as they have educated themselves as much as possible by reviewing minutes as well as the application, all evidence presented to the board, etc. If there is a recording of any session(s) they missed, those should be watched/listened to as well. Chairman Cyr stated that he was only able to listen to 15 minutes of the hour plus audio that was sent to him electronically. Although he felt that he could competently review the case with the written minutes and felt comfortable making a decision. Greg Sipple stated that he was also absent from the prior meeting but had listened to the full audio tape and he felt confident that he was up to speed on the case. A member of the public spoke up and asked if it was possible to ask a question. Chairman Cyr responded the board is a quasi-judicial entity and is not bound by the strict rules of a courtroom. He said that he thought any information would be good information but that the board would deliberate without public comment for the time being but would allow public comments later. He continued comments would be allowed if the comments are about law or procedure. Greg Sipple stated that he would have a problem with allowing any comments from the public. The board can't recognize the public in good faith because the meeting wasn't noticed as a public hearing. Mark Evans stated that he would prefer to proceed with deliberations. Scott Deblois concurred that the board should continue deliberations. Mark Evans made a motion to void the decision that was made in error and continue deliberations. The motion was seconded by Scott Deblois. The motion passed 4-1(Cyr). Chairman Cyr explained that the error that occurred was since only 3 members were present, the vote needed to be unanimous one way or the other. The motion can't pass or fail on a majority vote. There was further discussion on the rules of procedure for the meeting as adopted by the board in February 2017. Greg Sipple made a motion to rescind the previous motion to continue deliberations and start over and reschedule a public hearing. There was not a second, therefore the motion failed. It was mentioned that the Coös County Planning Board had approved the 18'x120' platform. Roland "Lefty" Theberge stated that the additional width of the platform will add to the safety. The board discussed the following findings of fact:

- The only abutting property owner is the White National Forest Service

- The White Mountain National Forest Service was properly notified of the public hearing and a signed certified mail receipt was returned the County Administration Office. No representative of the White Mountain National Forest Service (WMNFS) was present at the public hearing and no other information was submitted by them otherwise

• The applicant's attorney spoke about having two meetings with WMNFS Supervisor Derek Ibarguen and Forest Ranger Brook Brown and made them aware of the plans. Attorney Duval offered that both parties did not object and gave him permission to relay as such to the board.

• Chairman Cyr read the facts from MWRR's variance application to support granting the variance.

• Evidence was presented that emergency vehicles could move through the 14' setback area.

• Evidence was presented that the platform's purpose would be to provide more space for passengers disembarking from the train. The increased width of the platform would increase the safety of passengers, hikers, and skiers.

• The extra 10'8" platform accommodates lean-tos and still provides area for passengers to disembark and congregate.

• Attorney Duval discussed the 99-foot right-of-way and the 25' setback creates limitations due to the Weeks Act.

• The public comments were about the environmental impacts and the viewshed.

• The cornerstone of the public comments was that granting the variance would be contrary to the public interest.

• The original right of way of 99 feet and the setback puts an unfair burden on the railroad for any expansion.

Lefty Theberge made a motion to grant the request for a variance from Article VI Section 6.06 of the Coös County Zoning Ordinance... with the following conditions, submit updated site plan documents to the Coös County Planning Board before construction commences. Mark Evans seconded the motion. The motion passed 4-1 (Deblois)



October 5th

Mountain Weather Report?: "Good morning Coggers! It's not the best day to come up here and see some of the World's Worst Weather (sorry), just clear skies, cool comfortable temperatures, and crazy colors in the landscape! *(above)* If that's the kind of thing that gets you up and running, schedule, tickets and much more are all at thecog.com

Mount Washington Commission Abrupt Meeting Cancellation: "Good Afternoon Everyone: Regretfully, I am CANCELLING this Friday's *(10/7)* Mount Washington Commission Meeting. Correspondence was sent to me, which I received this morning *(10/5)*, with proposed changes to the draft Master Plan. I saw the changes for the first time today and several members of the Commission had not seen them either. It is not appropriate to ask members who have not had time to digest the proposed changes, to vote on them without time to review them, which is why I am cancelling Friday's meeting. As a reminder to all members, the Mount Washington Commission is subject to the Right-to-Know Law. As such, proposed changes need to be shared with eve-

ryone on the Commission and should go through my assistant Ava and/or Torene at DNCR. Torene will distribute the proposed changes within this email. I am tentatively rescheduling for Friday, October 28 at 10:00 am. Location to be determined. I need to hear immediately if anyone is unable to attend on the 28th. Please let Torene know of your availability. I apologize for having to change the schedule but, given the circumstances, it is, unfortunately, unavoidable. Thank you for your forbearance, Jeb"*)*

- Email to MWC - Wed, Oct 5, 2022 at 3:21 pm / See Vol 4 Appendix - 21st Century Master Plan for details



Engineer Josh Bishop's October 8th weather report picture: "Another beautiful morning on mount Washington it's -2 degrees and clear." (2022)

- Photos by Josh Bishop / Facebook

October 8th

Mountain Weather Report?: "Peak foliage? Early snow? Mother nature couldn't make up her mind this mornig , so she threw the kitchen sink at us! Wintry conditions with rime ice at the summit slowed us down a bit today, but we are slowly getting back on schedule. Morning trains are running about 30 minutes late.

- MWCR Facebook page - Sat, Oct 8, 2021



Snowy Steam Run?: "MW9 making its midday trip to the snowy summit of Mount Washington through spectacular foliage. Our steamers get tucked away safe and warm after the 4:00 trip on Monday, and then the diesels take over for the winter!" John Pelz: "Why do the steamers get put away for the winter, but the diesels don't?" Mount Washington Cog Railway: "John - Because the diesels don't need water to make steam." Pelz: "Got it. Thanks for explaining!" David Nardella: "Going Diesel ruined the experience!" MWCR: " David - There wouldn't be a Cog Railway today without the diesels, and if that technology had been around in the 1860s, this mountain never would have seen a puff of steam. The Cog was founded by a visionary using the state-of-the-art technology available at the time, and that philosophy of innovation remains to this day. Progress and nostalgia move in opposite directions by design, but only one of them is forward-thinking. We think we've done a pretty decent job of preparing the railway for future generations while honoring our heritage." Richard Cowhig: "David Nardella all that coal soot over the years will effect the vegetation in the area. Acid coal soot will take the paint off of a car. Will pit the paint. Also not good to breath in over time! Respiratory issues. And

no, I am not a tree hugger!!!!" Brian Curnow: "How many diesels are there now?" MWCR: "7 diesels, about to start building the eighth"



October 11th

Up & Over: "M2 and M7 making the up-and-over move this morning in preparation for the 9:00 departure. With foliage at absolute peak, a dusting of snow at the higher elevations, and clear blue skies, it's about as stunningly beautiful as it gets up here today! It's hard to believe, but there's less than a week remaining in the 2022 summit season! Sunday is your last chance to ride to the top of New England until spring, 2023. But it's not your last chance to ride The Cog this year, not by a long shot. We run to lower elevations every day, all winter long! 90 minute round trips to Skyline (5300') begin Monday, October 17. Then, our cold-weather season kicks off on Monday, October 31, with multiple trips daily all winter long to our brand new, expanded Waumbek Station at 4000'!

October 12th


WINANT AND COUNCIL GUESTS ON WASHINGTON

Present For Formal Opening of Mount Washington Club Saturday Night.

Was It Really The First?: Reporter Paula Tracy posts a story follow-up: "The North Country's Executive Councilor Joe Kenney maintains that the Governor and Executive Council did in fact make history by holding its first meeting atop Mount Washington last month despite questions raised later by two retired journalists. All five councilors get to choose a meeting place in the district they represent during the summer. And Kenney, R-Wakefield, picked the Governor Adams Building at the summit for the Sept. 7 meeting. The two retired reporters believe there were other meetings atop the rock pile over the years, including one in 1932. The *Associated Press's* longtime journalist Adolphe Bernotas was the first to challenge Kenney's assertion when he read the headline of the Sept. 7 meeting on InDepthNH.org: Governor and Executive Council Make History Atop Mount Washington (*https://indepthnh.org/2022/09/07/governor-and-executive-council-make-history-atop-mount-washington/*). Then came Tim Lewis, a former Vermont State House journalist with a bit of interesting history he dug up. Lewis was at the Mount Washington Commission meeting in North Conway this summer where a new master plan for the summit was being discussed in a public hearing. He reached out to me by email after both meetings, which I also attended. "I'm doing a crowd-sourced history of the MWCR through the eyes and lives of its employees. My dad ran steam

trains there for 18 summers," Lewis wrote. "My research is at CoggersOfMtWashingtonNH.org. Part of my research involves an aggregated timeline of news articles over the years." He said the council met on top of mountain in July 1932. But Kenney insists that was not a publicly posted regular meeting of the council. (Lewis) sent along a copy of the *Littleton Courier* article for July 7, 1932 headlined: "Governor Winant and Council Guests on Washington: Present For Formal Opening of Mount Washington Club Saturday Night." The article states: "The Mount Washington Club, at the top of New Hampshire's highest peak, was formally opened Saturday night *(7/2)* by Governor John G. Winant, who with Mrs. Winant, four of his executive council and 25 state officials and other guests, made the ascent on a special train late in the afternoon, in order to be present at the celebration. It was planned to have a huge bonfire and fireworks but due to the low hanging clouds, this feature was cancelled. The arrival of the special train at the summit was signalized by the pealing of the famous 'Sunrise Bell,' after which the party was served an informal dinner as guests of Myron E. Witham, president of the new Mount Washington Club. Following the dinner Governor Winant presented Colonel Teague a specially struck of bronze medal in commemoration of the 200th anniversary of George Washington for whom the grand old peak is named. Following an informal dinner Governor Winant called a special meeting of his council, the first ever held under such unique surroundings. The business transacted was restricted to consideration and approval of recent recommendations of Commissioner F. E. Everett of the Highway department."

Then again in August 1961 the *Courier* had an article, "Gov, Council on Summit: The business of the state government of New Hampshire was carried on Tuesday *(8/15)* at the top of Mt. Washington by Governor Wesley Powell and his Executive Council. The unusual setting was in the Summit House and the meeting was part of the year-long celebration of the 100th anniversary of the famed carriage road up New England's highest peak. The last time a Governor and Council met at the summit was nearly two decades ago in the term of Gov. John G. Winant. Favored by excellent weather, the group arrived at the top by mid-morning and went into a business session in the lobby of the Summit House while curious tourists looked on. At noon Governor Powell's party, members of the sponsoring Mt. Washington Carriage Road Centennial committee, and representatives of the press and radio were guests of Col. and Mrs. Arthur Teague, of the Mt. Washington Cog Railway, at a steak luncheon. This was followed by a tour of the summit area, a radio broadcast, and a telecast from the nearby facilities of Mt. Washington TV. The descent was made via the Cog Railway." Lewis said his research shows they went again in 1963 as part of a two-day examination of New Hampshire tourist facilities.

In 1965 another trip – "Mountain Musing: Featured in this issue of *The Courier* is pictorial coverage of a tour of state-operated White Mountain attractions featuring Gov. John W. King and his Executive Council. The party, accompanied by members of the press and including several state officials, boarded a Flume bus at Concord and before the day was done had enjoyed a coffee break at the Cannon Mt. Aerial Tramway, visited the Forest Lake State Park, participated in the dedication of the Mt. Prospect State Park now known as 'Weeks State Park,' rode to the top of Mt. Washington on the Auto Road as guests of the Mount Washington Summit Road Co., saw the unveiling of a plaque at the Summit House attesting to the state's purchase of the Summit as the 'Mount Washington State Park' to preserve and develop its unique scenic, scientific, historical and recreational features for public use and enjoyment, and then continued their swing through the region by riding over popular Kancamagus Highway to Lincoln and dinner at the Jack O'Lantern Resort before returning to Concord. On Mt. Washington, the Governor and Council enjoyed a tour of the Summit House and Tip Top House conducted by Col. Arthur N. Teague, owner of the Cog Railway, and Wallace Howell of Lexington, Mass., president of the Mt. Washington Observatory and known as the 'Rainmaker.' Gov. King said he would name a special study committee in an effort to determine how the state can best develop the summit area to further enhance Mt. Washington as perhaps the greatest single natural landmark in the East," it read on Aug. 12, 1964. Lewis' email said, "I don't want to go too deep here other than to say I've scraped together a lot of information about the Cog and the Mountain over the last seven years along with identifying over 2,800 railroad employees from 1866 to the present that might be useful for telling this continuing story of development on Washington." Lewis is a former Vermont State House reporter and now a journalism professor. "I'm not connected with the Cog. I've been underwriting this project as a kind of family scrapbook telling the story of the Coggers who helped raise me from 1953-1967 and give readers insight as to what goes on behind the scene at tourist operations. I also want to make the historical record of the road as accurate as possible."

Stands By First Time Meeting: Kenney said the earliest event was "ceremonial at best with Governor Winant. The Governor and Council gathering in 1961 with Governor Powell appears to be ceremonial but

maybe not, let's check if any minutes exist at State Archives. The 1963 gathering with Governor Powell appears to be a collective tour of our state park system. I can only say, unless, NH Archives states otherwise, our meeting last Wednesday *(Sept. 7)* was the first official 'public meeting' of the Governor and Council with its agenda of 119 items and state officials on hand atop of Mount Washington in the Sherman Adams Building (this building was dedicated in 1980)," Kenney wrote. "The latter point is undeniable, our Governor and Council meeting was the first Governor and Council public meeting in the Sherman Adams Building," Kenney noted. "I will ask my staff to check over at NH Archives if they know of anything more about the 1961 meeting and if there are any minutes to suggest a business meeting was held. If not, it was once again ceremonial," he said in an email. "As my former colleague Ray Burton would say, it is not history unless it is posted, dated and signed," Kenney said. "Keep digging."

Lewis was not the first former journalist to contact me after reading Kenney's assertions. Before his home and community in Florida were recently ravaged by Hurricane Ian, Adolphe Bernotas, the long-time *Associated Press* reporter in Concord, emailed me, "Not first in history. I covered a G&C meeting on the rock pile in late 1967 or early 1968. Gov. John King presided over the council. Memory fuzzy at age 81, but it was fall of 1967 or spring 1968. Don't remember much about it other than some of the councilors — Jim Hayes, Phil Robertson, Fred Fletcher and Royal Edgerly, my first council when I got to AP in March of 1967. Could have had something to do with the crash of Cog railway that happened in the fall of 1967. I was among the first reporters up there for the crash that killed several tourists," Bernotas wrote. King did go but Bernotas backtracked a bit when he found that it was the Public Utilities Commission that went up after a crash. "Looks like I concentrated the PUC and G&C meetings of more than 50 years ago in my mind. I definitely remember covering a meeting with Gov. King at the mountaintop, which appears to have been PUC rather than G&C. And I covered every Gov. and Council meeting in those days, especially whenever they went on road trips outside of Concord, (the Gorham meeting.) Apologies to all, but it shows I read your stuff, Paula…" Bernotas wrote. On Tuesday, Bernotas told friends via email that things were getting better for him and his wife Marguerite in North Port almost two weeks after Hurricane Ian when they finally got electricity back. For now, Kenney stands on his record of bringing the council meeting to the top of the state, though we are open to more information here at InDepthNH.org and want to be sure the record is clear." *- InDepthNH.org - Wed, Sep 12, 2022*



October 21st

Running to Lizzie's: "Good morning Coggers! It's a stunning autumn day up here on the mountain, so our Creative Director Randall Armor did a little sightseeing up at Lizzie's *(above & right)* with engineer John *(Steinhour)* and brakeman Phoebe *(Ross)*. The Mount Washington State Park facilities up top are now closed for the winter, but through October 30 (or as long as the weather holds) we're bringing passenger trains up to the Lizzie Bourne monument, just below the summit.

- MWCR Facebook page - Sat, Oct 22, 2022



Tourists use the front platform for selfies with Lizzie Bournes's monument. (2022)
- Photos by Randall Armor / MWCR Facebook page

2022

October 22nd

New Waumbek Station Coming: "We've been keeping a pretty tight lid on this one, Coggers! But with only a little over a week left in our post-peeping, pre-shoveling season, you might be wondering what we have up our sleeves for the winter. Well, wonder no more, because here it is – Waumbek Station *(below)*, all new and



much improved and just about ready for prime time! Thanks to a load of hard work by a lot of Coggers led by the big boss Wayne Presby, Master Carpenter Jim Bob Strickland, Liam Scales, Track Foreman AJ Guthridge, and Mechanical Engineer Caleb Gross, our winter station is now truly a destination in its own right– one to maybe even rival the summit! With three flat, level elevated decks, 5 new warming huts, double fire pits *(right)* with plenty of seating, tasty treats and warm beverages, and (when the weather cooperates) spectacular winter views, Mount Washington from 4000' has never looked better! And get a load of those custom built steel fence plates *(left)* and century-old 25 lb railings, salvaged from our massive re-railing project! We're putting the finishing touches on the joint now. We'll be ready when the 2022-23 winter season kicks off on Monday, October 31– come see the mountain and The Cog from a brand-new perspective! ***JimBob Strickland:*** "AND!!!.... I would like to add a HUGE shout-out to fellow coggers Aj Guthridge and Liam Scales for all their time and hard work they put into all the welding, fabrication and installation of the custom metal work up there!! Awesome job guys looks amazing!!!!" ***Wayne W. Presby:*** "JimBob Strickland A big THANK YOU to everyone who helped make the new Waumbek Station a reality. Couldn't have gotten it done without you." ***Brad Caron:*** "I'm not a fan of new building on the mountain, however I know Wayne would never do anything that would have a huge negative impact on the history of this place." ***Mount Washington Cog Railway:*** "Brad - The spirit of progress and innovation is what put the





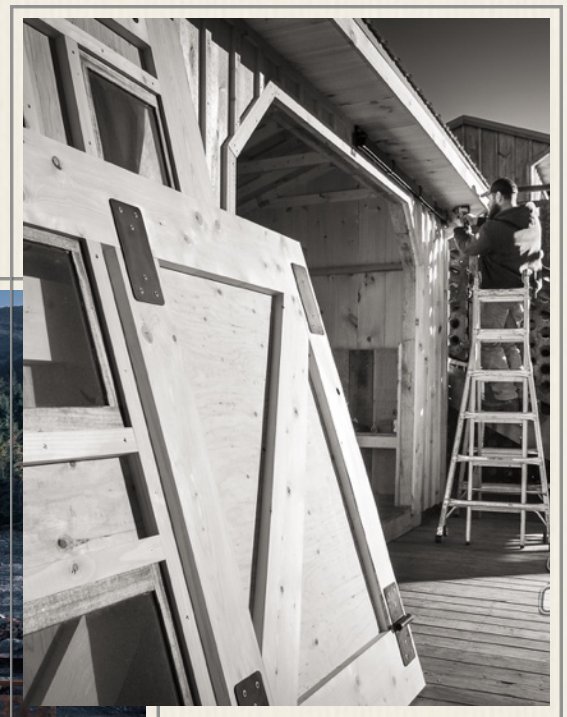




railway on this mountain in the first place, and a century and a half later, that same spirit is alive and well. The Cog is a working railway operating in the the 21st century, not a museum, but we do take our stewardship of this piece of American history and ingenuity seriously. That's what this, and everything else we do, is all about."

- MWCR Facebook page - Sat, Oct 22, 2022





October 24th

Sayen's 11th Hour Master Plan Pitch: "Jamie Sayen Op-Ed: *Who Speaks for Mt. Washington/s Fragile Alpine Tundra?* - Citizens of the United States own nearly all of Mount Washington, home to the largest tract of alpine tundra east of the Mississippi River. New Hampshire citizens own the 60-acre state park at its summit. The Cog Railway and the Auto Road own thin strips from the mountain's base to its summit. Summer visitors to the summit encounter congestion, long lines at the rest rooms, debris, and derelict buildings. The summit's overtaxed waste water treatment plant has been out of compliance with its permit.[1] New Hampshire generates revenue selling fast food and cheesy souvenirs at the summit. The more visitors, the greater its revenues.

The Mount Washington Commission (MWC) advises the state managers. The MWC has been operating under a ten-year master plan adopted in 1970. In the fall 2021, it contracted with the Harvard Negotiation and Mediation Clinical Program to help it begin work on the overdue master plan. The Harvard-group's report described a Commission suffering from short-term thinking, a zero-sum mindset, dominance by some members while others are intimidated, and lack of meaningful input from the public. It urged the MWC to engage a facilitator to build trust for the master plan process.[2]

Unbeknownst to the MWC and the Supervisor of the White Mountain National Forest, the state of New Hampshire and the Cog Railway were deep into secret negotiations that had begun a year earlier. At the Commission's March 4, 2022 meeting, Sarah Stewart, Governor Chris Sununu's appointee to head the Department of Natural and Cultural Resources (DNCR), enthusiastically introduced the Cog's plans to build an 18-railway car "hotel" to be situated beside a 500-foot-long platform a short walk from the summit, and just outside the state park. In return for state support, the Cog would surrender rights to develop its property within the state park.

In less than three weeks, nearly 20,000 citizens had signed a petition opposing the Cog hotel. To sign, go to *https://www.change.org/p/protect-and-preserve-the-fragile-alpine-zone-on-mount-washington-from-harmful-development*. Suddenly, the sleepy MWC discovered a sense of urgency to write a new master plan. At the conclusion of its March 25 meeting, Senator Jeb Bradley, chair of the MWC, announced there was no need for a facilitator. The Commission, without discussion, reverted to its zero-sum ways. Throughout this period, two of the three seats representing the public remained vacant.

The act governing the MWC directs the Commission to: "[Protect] the summit as to its unique flora and other natural resources."[3] For more than half a century, the state has not performed basic monitoring of the

human impacts on the summit's unique flora. Since February, members of the Commission, scientists, and the public have urged the MWC to conduct a thorough, independent, third-party, ecological and climate assessment. The Commission ignored these recommendations until its June 10 meeting, when Senator Bradley claimed the MWC must adopt a master plan before the NH Legislature would fund the assessment. This insider politics has persuaded few citizens, especially since Bradley admitted the Commission's recommendations are not binding on the legislature. Bradley said the plan could be amended later if the assessment finds it is failing to protect the ecological integrity of the summit. Amending an ill-informed master plan after it has governed summit operations for several years will be nearly impossible and risks causing irreversible harm. The Commission, lacking a quorum for its June 10 meeting, decided to release the draft plan for public comment in August. Rushing a master plan, uninformed by the findings of an ecological assessment, clears the way for the Cog to begin constructing its railway hotel as early as 2023.

From March to May, the state and Cog, again in total secrecy, crafted a Memorandum of Understanding committing the state to support the Cog's railway hotel proposal. The MOU also allows the Cog to run its railway concession cars up to the summit after the state's concession stands, located in the Sherman Adams Building, close for the season. The MOU was signed in secrecy on May 22, a day the Commission met. The MOU was not mentioned at the May 22 or the June 10 MWC meetings. The public and many Commission members learned of it only later that month when the Governor and the Executive Council approved it. At the Commission's August 23 meeting, Howie Wemyss, who represents the Auto Road, objected to the exclusion of the Commission during the negotiations over the MOU. He was especially upset by the provision that allows the Cog's concession car(s) to conduct business on the summit.

The Commission scheduled public hearings on the draft Master Plan at Conway on August 22 and Concord the following morning. During its introductory comments, the MWC claimed it had no jurisdiction over the unpopular Cog railway hotel plan, even though the MOU allows the Cog's concession car to conduct business on the summit! The Cog plans to upgrade the path along the railway line to the summit, including along its right-of-way on state-owned land. In March, the supervisor of the WMNF, Derek Ibarguen, informed me the Forest Service had no jurisdiction over the Cog proposal. At the August hearings, a spokesperson for the MWC urged citizens to send letters on the Lizzie proposal to the Coös County Planning Board, which does have jurisdiction, and the WMNF, which does not. The WMNF, as steward of our public lands, must oppose any development the size and impact of the railway hotel until completion of a comprehensive environmental and climate assessment of the summit and alpine region of Mt. Washington. Urge the WMNF to support a moratorium on new development and to oppose adoption of the draft master plan until the assessment has been completed and a new draft, circumscribed by its findings is written. Write to Derek Ibarguen, Supervisor, White Mountain National Forest, 71 White Mountain Drive, Campton, NH 03220.

The Commission informed the Conway hearing the draft was "close to final," hinting it did not intend to make significant changes after the public comment period. Several testified against the Cog's railway hotel plans. Someone testified: "No further summit development!" The crowd applauded. Another speaker asked: "Who speaks for the mountain?" The following morning, Governor Sununu addressed the gathering. The meeting's minutes read: "[Sununu] thanked the MWC for bringing forward new ideas for investment in support of the state's travel and tourism, and future opportunities on the summit."[4] More investment, more congestion, more degradation of the summit.

The draft master plan states: "The Commission must balance conflicting goals." This is dangerous thinking. We cannot change nature's limits, and when human desires conflict with natural limits, we must modify human behavior. On Mount Washington's summit, this means fewer visitors, less access by fossil fuel-powered transportation, and no more development of an overdeveloped region. The public submitted 90 written comment letters to the MWC with 101 signatures. Another 130 individuals signed a form letter calling for an environmental assessment. Of the 231 citizens who weighed in on the master plan, 215, or 93 percent, called for a credible environmental and climate assessment and/or opposed the Cog's railway hotel proposal. Four letters (1.7%) approved the draft as written. (Access letters at: *https://nhconservation.org/lib/exe/fetch.php?media=mw:mp_public_written_comments.pdf*). Many citizens wrote with great feeling about the experience of climbing wild, dangerous, beautiful Mount Washington as a child or parent. Of the 101 citizens who wrote their own letter, 85% opposed the Cog's railway hotel proposal; 42% called for the ecological and climate assessment before writing and adopting the master plan, and 37% supported a moratorium on all development until the assessment had been completed and incorporated

into the master plan. Zack Porter, executive director of Standing Trees, celebrated Mt. Washington's alpine zone "where humans have always been visitors rather than residents." Many alpine plants are at the southern limit of their range and are especially vulnerable to climate change. Mount Washington boasts the greatest diversity of Arctic-alpine plant diversity in the eastern United States. Porter rejected the Commission's intention to conduct an assessment only on the state's 60 acres. He urged the Commission to "guard against impacts that could lead to the deterioration of the summit's unique flora and natural resources regardless of where those impacts originate."

Alpine plant ecologist, Robert Capers, wrote that since the 1970 Master Plan, our understanding of alpine plant ecology has changed dramatically, especially "our understanding of alpine plant vulnerability to disturbance as well as other environmental threats… such as nitrogen deposition, warming temperatures, changes in both amount and timing of precipitation, and invasive species." Alpine plants are both hardy and sensitive, but they are vulnerable to development and are very slow to recover from disturbances such as a fiber optic trench the Cog and state dug along the rail line in 2007. Capers warned that as warming climate drives species upslope, alpine plants don't have "somewhere else to go," whereas tourists do have other options. Capers called for "a thorough environmental assessment of the conditions as they exist now, not as they existed decades ago." He asked: "How can you understand what will be lost without a comprehensive analysis of flora and fauna." It is "seriously negligent" he concluded, to proceed with the Cog's railway proposal or the master plan before completing a comprehensive ecological and climate assessment.

Larry Garland emphasized the importance of assessing the summit region's carrying capacity. The commission, he wrote, "must consider the thresholds where either the visitor experience becomes negative or the impacts on the environment become detrimental." He added the state must limit visitors to a level below the summit area's carrying capacity. Garland rejected Cog's president Wayne Presby's claim the railway hotel will reduce congestion on the summit. Dispersing summit congestion to a second, sensitive, as yet, undeveloped location spreads ecological stress and creates sprawl.

The editorial writer of the *New Hampshire Union Leader* agreed with public sentiment: "The [environmental] study should actually come before the plan is adopted. It should have come before Sununu and the [Executive] Council signed off on the Cog deal."[5] As Garland warned: "It is more costly to remediate than to prevent damage."

The MWC was scheduled to meet on October 7. Its first order of business was: "Vote on the Master Plan for the summit." There was no evidence the Commission had made any of the changes called for by the public. On October 6, Chairman Bradley abruptly cancelled the meeting and rescheduled it for Friday, October 28 at 10 AM at Pope Memorial Library, 2719 White Mountain Highway, S. Main St., North Conway. With the state and the WMNF claiming no jurisdiction to protect our highest northeastern mountain's summit, the job falls to the Coös County Planning Board and the Coös County Zoning Board of Adjustment. The Planning Board has jurisdiction over the project, and the ZBA must grant a variance to the Cog to expand the project's footprint into the 25-foot setback zone that buffers abutting national forest land. Already, these volunteer, unpaid boards are under intensive pressure from the state to approve the Cog Railway's hotel plans. The boards cannot make informed decisions until they know the condition and likely threats to the summit. They also need to know the summit's carrying capacity for visitation, and the likely impact of the railway hotel. This vital information can only be supplied by a comprehensive, third party environmental and climate assessment. At a minimum, the Coös County Planning Board and ZBA should refuse to consider any application from the Cog for a major development in the summit region until the assessment has been completed and a new master plan, guided by the findings of the assessment, is written and adopted. Address comments on the Cog's railway hotel to: Coös County Planning Board, 34 County Farm Road, PO Box 310, W. Stewartstown, NH 03597; Coös County Zoning Board of Adjustment, 34 County Farm Road, PO Box 310, W. Stewartstown, NH 03597.

Wayne Presby, who has owned the Cog outright since 2017, is impatient with his critics: "Mount Washington is not an undeveloped place. Certain mountains have become commercialized. This is one of them. You've got every other peak."[6] The site of the proposed railway hotel is currently undeveloped. Presby's nephew, Ryan, presented a slide show to the Commission on June 10, 2022. He touted recent, taxpayer-funded developments at Pikes Peak summit, home of the only other Cog railway in United States. Pikes Peak boasts 900,000 visitors annually. The Cog's message: we can greatly increase visitation to Mt. Washington Summit, and the tax-

payers can foot the bill. Phil Bryce, retiring Director of NH Parks and Recreation and one of the architects of the Cog railway hotel, called Ryan's presentation "inspiring." In September, Governor Sununu appointed Bryce to represent "the public" on the Mount Washington Commission.

On September 21, Presby informed the Coös County Planning Board he intends to begin construction on the $14 million railway hotel in 2023. I asked if he planned to start before the environmental and climate assessment has been performed. When he did not directly respond, I continued: "So, you're going to go ahead regardless of the fact that we are in utter ignorance right now of the condition of this fragile alpine summit that is being crowded off the summit by climate change?" Presby said: "I'm not in a position to address that. I'm not a climatologist, and I don't have access to that data." That's the point! The state and the Cog don't have access to that data because the Mount Washington Commission refuses to conduct an assessment before writing a master plan or permitting new development on or near the summit in the midst of global crises in habitat degradation and climate change.

In March, Presby acknowledged that public opposition had played a major role stopping his earlier proposal to construct a hotel on the summit.[7] It is up to citizens to stop this reckless gamble with the public commons. Protect and preserve the sacred mountain the Abenaki called Maji Neowaska, where a demon, or bad spirit, was supposed to dwell.[8] *- Jamie Sayen is author of the forthcoming Children of the Northern Forest (Yale University Press, 2023) about the ecology and land-use history of the largely undeveloped, but intensively overcut, Acadian forests of northern New England. He also wrote You Had a Job for Life (2018), an oral history of the Groveton paper mill. He lives in Stratford, NH.*

[1] David Mercier and Thaddeus Webb, Underwood Engineers, to Jay Poulin, HEB Engineers, "Technical Memorandum: Sewer Interceptor Pipeline Feasibility Study," January 26, 2018. https://www.nhstateparks.org/getmedia/6da29141-b715-44d6-9991-4df60ec3b46b/Mt-Washington-Sewer-Interceptor-Feasibility-Study-01-26-2018.pdf.

[2] To view the report go to; https://www.nhstateparks.org/getmedia/f04ae7df-62e8-4662-84e7-c2161fa0db6c/HNMCP-MWC-Final-Report_1.pdf.

[3] NH RSA 227B:6:I(d).

[4] Minutes, Mount Washington Commission, August 23, 2022.

[5] Manchester Union Leader, "Mount Washington: What is New Hampshire's Role?" August 28, 2022.

[6] Amanda Gokee, "The Fight Over the Future of Mount Washington," New Hampshire Bulletin, September 17, 2022.

[7] John Koziol, "Cog Railway Owner Says Proposed Hotel Would Include Settlement with the State," Manchester Union-Leader, March 7, 2022.

[8] John C. Huden, Indian Place Names of New England (New York: Museum of the American Indian, Heye Foundation, 1962).

October 28th

Mt. Washington Commission Meeting: Paula Tracy reports "Despite protestations from the public that environmental concerns for the summit of Mount Washington are not considered more important than concerns for visitors and business interests at 6,288 feet, the commission overseeing the 60-acre state park unanimously approved a revised 10-year master plan Friday *(10/28)*. The plan calls for the legislature to fund a full environmental and structural assessment and those recommendations be incorporated into the plan. Some members of the public attending the commission meeting *(in North Conway)* said approving the master plan is premature before conducting an environmental assessment. Phil Bryce, who now represents the public on the commission after being state parks director, said the legislature would not likely take the matter of funding forward without a master plan in hand. White Mountain National Forest Supervisor Derek Ibarguen said the federal approach and sequencing is similar, with federal environmental assessments informing proposed plans before a final plan is approved. This plan is two years in the making and overdue, said state Sen. Jeb Bradley, R-Wolfeboro, who chairs the commission, but announced he would be stepping down from that role (in 2023). A facilitator was considered, but eventually a consensus was reached with a unanimous vote on the master plan. "I like cooperation a lot better than contested procedures in court," Bradley said. "I think funding for the environmental assessment will happen, it will be a top priority for the next legislature and in the right direction of…



NH Natural and Cultural Resources commissioner Sarah Stewart speaks Friday at the Mount Washington Commission meeting in North Conway. From left: Wayne Presby, Rob Kirsch, Phil Bryce, Stewart, Ed Bergeron, Sen. Jeb Bradley & Allen Brooks. (2022) - Paula Tracy photo/ InDepthNH.org

protection of the environment." The plan does not include consideration for the development of a hotel as proposed by the Cog Railway. That plan is outside of the borders of the state park and just below it and is a matter for Coös County officials and other permitting entities to decide. But members of the public say the "Lizzie's Station" hotel project and the state parks' future are intertwined and should be weighed in the master plan. Jamie Sayen of North Stratford, who authored an op-ed entitled, "Who Speaks for Mount Washington," said: "It's absurd for you to finalize the plan today. We have a problem. Human aspirations are in conflict with natural limits. We cannot change natural laws and limits…or the law of carrying capacity but we can modify human behavior." Sayen added, "If this master plan is adopted today it will have zero credibility." Bryce said the assessment is going to have more impact by waiting. Kris Pastoriza suggested Bryce can't speak for the public because of his past role as state parks director and said he should resign. Lucy Wyman said an entity needs to be created to "speak for the mountain" rather than the private interests on the commission. Bradley said his understanding is that such a body could be created by the legislature. Members of the Mount Washington Commission include representatives appointed by the Governor and Council for the public, the Cog Railway, the Mount Washington Auto Road, the Mount Washington Observatory, State Parks, TownSquare Media (operators of transmission towers at the summit), the Appalachian Mountain Club and state elected officials. Allen Brooks of the New Hampshire Attorney General's Office, is assigned to legally advise the commission. Members of the public, however, asked who speaks for the mountain itself and its diminishing alpine zone in the face of climate change and over-popularity among the interests of those entities. At two public hearings this summer – one in North Conway and one in Concord – members of the public overwhelmingly urged the plan to include an environmental assessment. The vote on the final plan was held at the Pope Memorial Public Library in North Conway in a packed meeting room where the public was allowed to speak. State Rep. Karen Umberger, R-Kearsarge, said the passage of the document was only the beginning. "I think we have a lot more work to do," Umberger said. "I do want to say that as someone mentioned we were not shouting at each other through this whole process, so this is good. I am really excited we are getting down to our last vote." Ibarguen said the plan's key words are "preservation" and "environment…because we want to do it right by the landscape. This models that very thing." Howie Wemyss, representing the Auto Road asked for stronger language, that the master plan incorporate recommendations of the assessment. He said after the vote when the language was changed that he feels it is a much better document than it was a few months ago. "At some point, we all collectively have to understand we are talking about an incredibly sensitive environment," Wemyss said. A link to the draft 24-page document is here:

https://www.nhstateparks.org/getmedia/6cefd76a-05b5-4ae6-bd60-5bcd11131379/Mt-Wash-Master-Plan-10-20-22.pdf

When the final version is posted, the major revision will be in the implementation paragraph on page 13 of the draft plan, according to Umberger. The last sentence has been modified to replace "consider" with "shall" and add the other recommendations of the master plan. The master plan still needs to go before the Governor and Executive Council for approval. That could come in a matter of months. The Mount Washington Commission meets next on Jan. 27, 2023, at 10 a.m. with a location to be determined. *Disclaimer: Lucy Wyman serves on InDepthNH.org's board of directors. She offered her opinion at Friday's meeting. InDepthNH.org takes no position on political matters, but welcomes diverse opinions."*

- InDepthNH.org - Fri, Oct 28, 2022 *indepthnh.org/2022/10/28/mount-washington-commission-approves-10-year-summit-master-plan-over-public-objections*



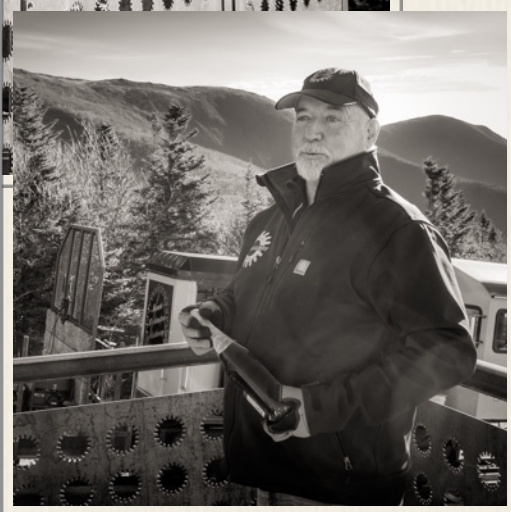


October 31st

Waumbek Station Halloween Reveal: "Good Monday morning, Coggers and welcome to Waumbek Season! *(previous page)* The State Park facilities at the summit are closed up tight until Memorial Day, so our brand new Waumbek Station is up and running and about to get busy! President and owner Wayne Presby went up this morning with some nice folks from Maine and Ireland to admire the view from 4000' and the gorgeous Indian Summer weather. We're running multiple departures daily, all winter long– schedule, tickets and much more. Carolyn and Andrew, visiting from Maine *(left)*, picked a picture-perfect day to enjoy Waumbek in all its glory. ***Tom Shanahan:*** "What's the track grade at the Wambuck Station?" ***Wayne W. Presby***: "Tom - Cold Spring Hill (the steep grade before you reach Waumbek) is close to 34%, but at Waumbek Station it is relatively level (for the Cog). The grade is probably between 15-20%." ***Jon Sykes:*** "Wayne - 36 percent" *- MWCR Facebook page - Mon, Oct 31, 2022*







November 2nd

Waumbek Station Launching: "Late yesterday *(11/2)* afternoon, our new Waumbek Station made its official debut with an all-hands christening ceremony led by Wayne Presby. This impressive new destination is the long-imagined cornerstone of our winter service, made real by our very talented teams' creativity and hard work. Wayne commemorated the accomplishment by smashing a bottle of bubbly against the deck rail-ing, itself a reminder of another major milestone in the Cog's history. Earlier this year, we marked the completion of a three-year effort to re-rail our entire route to the summit. The old 25 pound rail that now encircles Waumbek's three elevated decks once supported countless excursions enjoyed by millions of visitors from all over the world for over a century and a half. Come see for yourself! We run multiple one-hour round trips to Waumbek daily through the winter– schedule ***Judy Ann Hammond:*** "Why 3 decks?" ***Mount Washington Cog Railway:*** "Judy - three decks allow us to load/unload two trains at a time." ***Hammond:*** "Oh, Ok, now I understand. Nice job done." ***MarySusan Williams Migneault:*** "What is at the station when you arrive? Restrooms? Nourishment?" ***MWCR:*** "Passengers leave the train for about 25 minutes to enjoy complimentary hot refreshments, warming huts and a fire pit. Round trips to Waumbek are roughly 1 hour." *- MWCR - Thu, Nov 3, 2022*

November 16th

Tundra in Trouble Op-Ed: "Mount Washington's summit region, an enchanting, wild, dangerous world, is home to the largest and most significant tract of fragile alpine tundra east of the Rockies. Rare, hard alpine plants, including Bigelow's sedge, mountain cranberry, diapensia, and mountain avens have successfully adapted to its harsh growing conditions. Due to global warming over the past four decades the treeline in the Presidential Range has advanced uphill by about 12 meters, a rate of roughly one foot a year. Alpine tundra area has diminished by about 4%, and under business-as-usual climate scenarios, it could disappear from mt. Washington's summit. The Cog Railway, burning coal and biodiesel, and the Auto road transport as many as 5,000 tourists a day, and 300,000 visitors a year to Mount Washington's summit. They emit carbon, trample fragile alpine tundra, and overtax the summit's water and sewage capacity. In March, following secret negotiations with the state, the Cog proposed the construction of a neo-Gilded Age railway hotel just outside the 60-acre Mount Washington State Park boundary. The Cog owns a 99-foot wide strip of land that runs from the base to the summit. It plans to park 18 railway cars alongside two 500-foot-long platforms. Nine cars will be sleepers and the others will serve as restaurants, shopping cars, and restrooms. The state aggressively promotes the plan. The railway hotel will bisect the breeding and rearing grounds for the American pipit. This slim, migratory songbird is listed by New Hampshire as a "species of greatest conservation need" whose habitat patches are threatened by various management issues. The state claims it has no jurisdiction over the Cog's high-impact proposal. The White Mountain National Forest manages virtually all the 800,000 acres on and surrounding Mount Washington. It also washes its hands of jurisdiction. A state advisory board, the Mount Washington Commission has been operating under a master plan written in 1970. It was charged with writing a new master plan that protects the summit's unique flora and other natural qualities. The commission is dominated by commercial and state interests that treat the summit as a cash cow. The commission refused to conduct a comprehensive, third-party ecological and climate assessment before commencing to write the just adopted plan. None of its members are conservation or climate scientists. At its final writing in session, the commission yielded to public pressure and inserted a reference to climate change. Commissioners cited their obligation to "balance" ecological and economic interests in the master plan. In the spirit of King Solomon, the new plan carves the baby in half rather than require profit-seeking business and the state's fast food and tacky souvenir operations to limit their commercial activities to preserve the health, integrity, beauty and wildness of a mountain that belongs to us all. With two of its three "public" representative seats vacant, the commission ignored public testimony and written comments submitted in August. Of the 1010 citizens who wrote letters, 4% supported the draft as written; 85% opposed the Cog's railway hotel proposal; 42% called for a third-party ecological and climate assessment *before* writing and adopting the master plan, and 37% supported a moratorium on all development until the assessment has been completed and incorporated into the master plan. On October 28, the Commission adopted a slightly revised version of the document the public rejected. If the tight-fisted NH Legislature appropriates funding, the Commission will conduct an extremely narrow environmental assessment of just the 60-acre park. A credible ecological and climate assessment



Frosty September Summit image (2022)
- Photos by Art Poltrack

would examine current and projected conditions from base to summit and include alpine ecology, climate change, visitor carrying capacity on the summit, and the full impacts of the proposed Cog Railway hotel. The Cog plans to commence construction in 2023. The Coös county planning Board (CCPB) and the county's Zoning Board of Adjustment (ZBA) must grant permits and a variance. Without a comprehensive ecological and climate assessment of all of Mount Washington, they lack the information necessary to make an informed, responsible decision on any further development on Mount Washington. An online petition to the CCPB and ZBA opposing the Cog's railway hotel on the summit has garnered nearly 35,000 signatures (search for "Protect Mount Washington Petition"). Please write the CCPB and ZBA and urge them to require a comprehensive ecological and climate assessment (not the pseudo assessment envisioned by the commission) prior to considering the Cog's hotel proposal. The CCPB and ZBA are separate entities but have the same address (34 County Farm Road, PO Box 310, W. Stewartstown). When human aspirations collide with non-negotiable natural limits, we have an ethical responsibility to change human behavior. A national outcry can save Mount Washington's alpine tundra from benight summit development schemes. By Jamie Sayen"

- Concord (NH) Monitor – Wed, Nov 16, 2022 pg. A7



November 23rd

Waumbek Station: "It's two days before the day after Thanksgiving, Coggers, and the official start to the holiday season! Waumbek Station is up and running and ready to welcome family and friends to wintry Mount Washington! And beginning Friday, and then weekends thru Christmas Eve, the Big Guy is back for photos with kids of all ages. We're sorry to say that the missus will not be joining the jolly old elf this time, not after the unfortunate Devil's Shingle incident last year. We hear Santa's still sleeping on the sofa after that fiasco."

- MWCR Fb page - Wed, Nov 23, 2022

November 25th

25-lbs of Recycling for the Holidays: "Good Friday morning, Coggers, and we hope you all had a wonderful Thanksgiving with family and friends. It's that time again, and as always, our gift shop is kicking off the annual White Friday Sale with special weekly discounts on bundled items for all the big and small railfans in your life. This week we're offering a truly unique gift bundle *(left)*: an authentic 2" section of 25 pound rail, and a rail spike, both removed from the mountain as a result of our massive re-railing project completed earlier this year. Each simple piece of metal formed part of the track system that supported our trains for over a century, enabling millions of visitors from across the globe to experience the World's First Mountain Climbing Cog Railway! The bundle includes a gift box and a certificate of authenticity. These one of a kind artifacts are among our most popular souvenir items, and supplies are dwindling. Follow the link to our online gift shop to order by



December 15 for home delivery in time for Christmas. Or stop by Marshfield Station anytime– we're open daily all week long."

- Mt. Washington Cog Railway FB page - Fri, Nov 25, 2022

December 10th

Santa & his Elf at Waumbek: "And here he is, folks....our... ummm.... Train Master, Andy *(right)*. He's the guy with a quiet, steady hand on the tiller, making sure our trains run safely and efficiently, our crews are professional and respectful to each other and our guests – you know, basically the calm, competent, authoritative big man in charge of the railway. Except for today, apparently."

- Mt. Washington Cog Railway FB page - Sat, Dec 10, 2022



Hiker Falls: "CRAWFORD NOTCH, N.H. — A scenic hike ended in tragedy over the weekend. An unidentified male died after a 300-foot fall from the top of Mt. Willard on Saturday *(12/10)* morning, according to New Hampshire Fish and Game. The man and his wife were taking photos late Saturday morning from the summit when the incident occurred. "The hiker's wife heard her husband yell and looked over to notice him falling over the edge of the mountain down a steep cliff," Fish and Game said. "Due to the icy conditions and steepness of the terrain the hiker's wife called 911 for assistance," Fish and Game said. Emergency responders were summoned at 10:30 a.m. and a search and rescue team made up of Fish and Game conservation officers and Mountain Rescue Service personnel rappelled down the cliff and found the man's body nearly halfway down the cliff face at approximately 2:30 p.m. The hiker, Joseph Eggleston, 53, of Randolph, New Hampshire, and his wife have been longtime residents of the state and frequent hikers, the department said in a news release Monday *(12/12)*. "They were well prepared for the trail and weather conditions on Saturday," the department said, adding, "They were equipped with the essential equipment to include traction devices on their boots" for the trail. Rescuers raised the man's remains to the summit and carried them down the trail, arriving at the Mt. Willard trail head at 6:45 p.m. With an elevation of about 2,865 feet, Mount Willard is in the center of Crawford Notch, and its summit provides a commanding view of the region. The Mountain Rescue Service is comprised of highly skilled volunteers that respond to the most technical and demanding rescues in the state. They specialize in rope rescue in technical terrain on rock, ice and swift water conditions. Their members work hard to maintain the skills and equipment necessary to carry out rescues across the state." *- Associated Press - Sun, Dec 11, 2022 / St. Johnsbury (VT) Caledonian Record - Mon, Dec 12, 2022 pg. A1 & A6; Tue, Dec 12, 2022 pg. 1*



Rescuers atop Mount Willard in Crawford Notch prepare to descend to a fallen hiker on Saturday, Dec 10th. (2022)
- NH Fish & Game photo

Death in the Family: "Good morning – we're still processing the terrible news over the weekend that we lost our friend and colleague, Joe "Eggy" Eggleston, to a tragic hiking accident. Our heartfelt condolences go out to his wife (and brakeman) Kelley and his friends and family. Eggy, living gracefully with profound hearing loss since childhood, once said to us "where else could a deaf man fulfill his dream of running a steam locomotive?" His passion for The Cog was evident to anyone who ever shared a moment, or a shift, with him. Yesterday *(12/11)*, Train Master Andy Villaine spoke for all of us



Engineer Joseph "Eggy" Eggleston
1969 - 2022

when he wrote about the loss of this great man and true Cogger: "Eggy's warm smile and passion for what he did will always be remembered by those he touched. I'm honored to have shared a cab with him. His home will always be in these mountains he loved. Gone too soon, never forgotten. That whistle will forever echo off these peaks for you." Rest in peace, Joe. ***Debra Ann Bean:*** "What a wonderful tribute. I've been Up the cog so many times in my lifetime… he was kind… So very sorry for your loss." ***Michele Budzienski:*** "OMG I didn't know... so very sorry for this loss he was an absolute treasure and such a wonderful man so kind to everyone always smiling just won't be the same. A beautiful tribute post... the picture of him catches the essence of exactly what he was all smiles full of life and happy doing what he loved. Anyone who had the pleasure of knowing him was truly blessed indeed." ***Zane Howe:*** "This is very sad news. I enjoyed talking with him while we were at the top station. He knew his steam locomotives! Sorry for you loss." ***Rick Hancock:*** "I first rode The Cog in Aug.1980. Rode it again this past Sept. Over 40 years after my 1st ride. Heading up that mountain I had such a flood of memories. I was 25 years old and at 67 (68 as of Jan) I'm still backpacking/bikepacking. I only hope that when my time comes I'm also in the mountains that I love so much do what I love. That alone is a tribute to a man who loved the outdoors. Our thoughts are with Eggy & family. I should add that 1st ride was during a thru hike of the 2000 mile Appalachian Trail." ***Amy Marie Cote:*** "I just took my family on the Cog for the first time this Columbus Day weekend… and Eggy was the train operator… my heart goes out to all of you.." ***Gerry Fraley:*** "I remember how friendly he was when my wife and I were there this May. God be with his family as they grieve." ***Anne Copson Fitzgerald:*** "Such a sad and tragic story. Thanks for allowing us a glimpse of who Eggy was…. He sounds like a great guy! Many prayers for his wife and all those who love him. Rest in peace, Mr Eggleston!" ***Anita Frieda:*** "I'm so sorry to hear this, Eggy was such a great person, I known him for 18 years, always a smile and happy, he will be missed. He always smiled, he was a icon, I hope the cog put up a memory for him, we will all miss him up on Mt.Washington, state park" ***Kirk Lewis:*** "When he was at the ski area he would always come to the lift and talk to me - fantastic man, and will be missed by all that knew him." ***Lee Eckhart:*** "Rest in Peace Eggy, you're in good company." ***Patrick Wilkinson:*** "I believe he was in the cab of *Waumbek* when I was up there 4-ish years ago… he let me get a life dream accomplished, I stood in the cab of #9… Rest In Peace." ***Andy Bachand:*** "He drove us up to the top in 2021 on a day the trains were running late. The sun was very low in the sky and almost setting on the way back down. While on the observation deck he had come up with his camera and we talked about how beautiful the mountain as so late in the day and how unusual it is for the cog to be at the top past 7:00pm, as we both took stunning photos! *(Bachand's at left)* What a sad loss, May he rest in peace." ***Jim Viar:*** "Oh no, just spoke with him last summer." ***Chris Eden-Green:*** "He was a legend and tremendously accommodating towards anyone who showed a keen interest in the cog steam locos. His testimonies will go down in history as some of the most unique amongst modern American railroading. Rest Peacefully Eggy. And thanks for everything" ***Jenn Stickney:*** "All of us at Bretton Woods and Omni Mount Washington Resort are sadden by the tragic lost of Eggy, who spent many winters here as part of our snowmaking team. Our condolences go out to his family, friends and anyone who was fortunate to know him.



Eggy's engine at the Summit in a photo shot by a tourist from Wales, MA while standing next to the engineer on the observation deck (2021) - Andy Bachand photo









Eggy's warm personality and sense of humor are evident in his moment of fame on Samantha Brown's 'Places to Love' (around 19:15in). Eggy, you will be missed." ***Camryn Casey:*** "A coworker of mine *(Ted Miller)* sent this *(photo at left)* along today. We will all miss his ever present smile up on the summit." ***Mary Adams:*** "Eggy made my day *(right)* this summer as we filmed for the New Hampshire Historical Society. What an amazing guy!" ***Katie Miller:*** "We met him in October, when we took the Cog with my in-laws! He was SO knowledgeable and friendly!!" ***Michael Milner:*** He was so kind and generous with his time during our ride in June. Very sad to hear this tragic news." ***Brandon Proulx:*** "I met Eggy in 2017 and he showed me *(right)* what a steam locomotive was and what being a fireman was. He was an inspiration to be the fireman I am now on 7470. Will miss the talks him and I had about swapping 'war' stories." ***Mount Washington Observatory:*** "We are deeply saddened to hear this tragic news of your beloved friend and colleague. All of us at Mount Washington Observatory offer our condolences to Eggy's family and everyone at the Mount Washington Cog Railway." ***David Lottmann:*** "So sorry to hear this. The last two winters I've come across Eggy tending the fire at Waumbek Station while leading a group of avalanche course students on skis up into the alpine. Every time we got up there we would stop and chat with Eggy. Even though I only had a few interactions with him it was pretty clear #1 - He loved Mount Washington and the North Country; #2 - He was a talker and made you feel like family after just minutes of conversing and #3 - He was a good man. I'm very sorry for this sudden and tragic loss for his friends, family, and co-workers. Sincere condolences to you all. RIP" ***Bruce R Chartier***: "Sorry for your loss. I have ridden that steamer to the top 18 times. His smile was very infectious!!! Quite a talker. RIP Joe." ***Don Gimbel:*** "I met Joe at Waumbek Station a few winters ago. He was tending the warming fire. He had no problem reading my lips and we had the kind of conversation you have that you remember vividly. My God, he was such a gentlemen and so personable .R.I.P. Joe. He mentioned his family was originally from Brownsville Area Gansevoort NY. My daughter lives there and I'm surely going to put a little remembrance of "Eggy" on her property. What a human is all I can say." ***Nan Woodworth:*** "So very sad. I was one of Joey's teachers back in Junior and Senior high school. He used to talk passionately about this train back then. I'm so glad that he was able to live his dream and work with you. My condolences to his family and friends." ***Jeanne Howe:*** "I live in Gansevoort, NY, where Joe grew up. We met him in 2018 when we visited and rode the cog train to the summit. I often see his dad in our local convenience store..." ***Heather Outerbridge:*** "Eggy was incredibly kind, warm, and engaging; he left a lasting impression on the heart of my son who loves trains and The Cog. Sincerest condolences to Eggy's family and to the entire Cog family as well." ***Amy Jeskey Drapeau:*** "We are all so sad to hear of Joe's passing. He was such a kind, gentle man. He was loved very much and always had a huge smile when he came in to get food from the state



park during the summer. Darrian will miss his daily check-ins with her, as she looked forward to seeing him. Rest easy, Joe. Forever in our hearts." ***Dick Tessier:*** "Over the many years, having rode the Cog many times to the summit of our magical mountain, I witnessed the almost mystical passion the Coggies have for doing what they do so well. RIP Eggy." ***Allegory Inn***: "So sad to hear of Eggy's passing. All of us from Allegory Inn send our deepest sympathy and condolences to all who had the blessing of knowing him. Eggy took care of many of our guests on their Cog rides. He will surely be missed. May he forever be on a train above" ***Natasha S Dearness:*** "Our sincerest condolences from the Dearness family. What a kind man and beautiful memories left behind for anyone who met him. My dad (Chris) doesn't have Facebook, but he has fond memories of him. My dad knew Eggy before we moved to Nebraska in '08. Eggy even taught him a few things that expanded on his railroading career. He said he always had the biggest smile and was one hell of a good guy." ***Bretton Woods Vacations:*** "Speechless. What a terrible tragedy. So sorry for your loss - a loss for the entire community. So sorry to hear." ***Nick Goodwin:*** "The few times I've been up in the cab with him it was hard to tell who was more excited, Eggy or myself. The mountain won't be the same without that contagious smile behind a cloud of steam." ***Kevin Nau:*** "Such a kind & wonderful man. For an engineer on vacation, he made my day on the mountain. Breaks my heart to hear of "Eggy's" passing. I had many questions of his machine. "Eggy" apologized for his impediment, and we both pressed on with lots of pointing and gestures as he explained the workings of his "steam engine" up & "compression brake" down the mountain…." ***Ralph Gallo:*** "So sad we've met him at Cog railway several times since he was so thrilled to know us as we could communicate him by ASL sign. This photo *(right)* was taken. last summer." ***Kimberly Andersen:*** "Ralph - I remembered when you introduced my husband and myself - meeting Eggy after the train trip down. Very nice man... very friendly. We were glad to sign with him."



Dee Man: "From all of us at Southampton Street yard ..South Boston Amtrak mechanical facility .. god bless brother." ***Stephen Boyson***: "Roll on Eggy to those tracks in the heavens. We got it from here!"

Mick Nally: "So so sad to hear this I've spent hours over the years talking to Eggy about the steamers and the mountain!! He was wonderful person and I will miss him dearly."

- MWCR - Mon, Dec 12, 2022 & Tue, Dec 13, 2022



December 20th

Pictures of Eggy: "Good morning Coggers – over the past week, we've received an almost unimaginable outpouring of condolence and support after the loss of our dear friend and colleague, Joe "Eggy" Eggleston. To say that your kind comments are appreciated would be a great understatement. The term "Cogger" has always been a badge of honor for those with a direct connection to the railway through employment. But it has never been clearer than it has this past week that the Cog Railway family extends much further out than that – it includes the millions of visitors who've been touched by what we do, and it is literally world-wide. In our hearts, you are all indeed Coggers, and you have our sincere gratitude. As you may know, a technical rescue/recovery operation was necessary after Eggy's accident. Mountain Rescue Service *(left)* is a volunteer organization comprised of over 40 expert mountaineers 'on call' 24 hours a day, all seasons, ready to mobilize for a full range of incidents throughout the White Mountains National Forest. This difficult and dangerous work requires constant training and investment to ensure the safety of their teams and those they assist. Please consider a donation in Eggy's memory to support the Mountain Rescue Service's vital mission– more information can be found at https://nhmrs.org/donations/. And as always, if you hike, ski, ride or engage in other outdoor recreation in the White Mountains wilderness, we encourage you to purchase a Hike Safe card from New Hampshire Fish and Game– details at https://www.wildlife.state.nh.us/safe/

- Mt Washington Cog Railway Facebook page - Tue, Dec 20. 2022





Irie and Denali had so thought good idea turn around. Sunrise was blocked and had been out since 3 a.m and was little after 9. We got back to car just before 10 and drove down to Conway, passing some fish and game along way. Wasn't till next morning I saw on news someone fell while hiking, then saw here on Cog page Kelly's post about Joe. After being a part of EMS for 15 yrs and wilderness first responder makes you step back where the one side says, "If went across trestle the time (it) would have

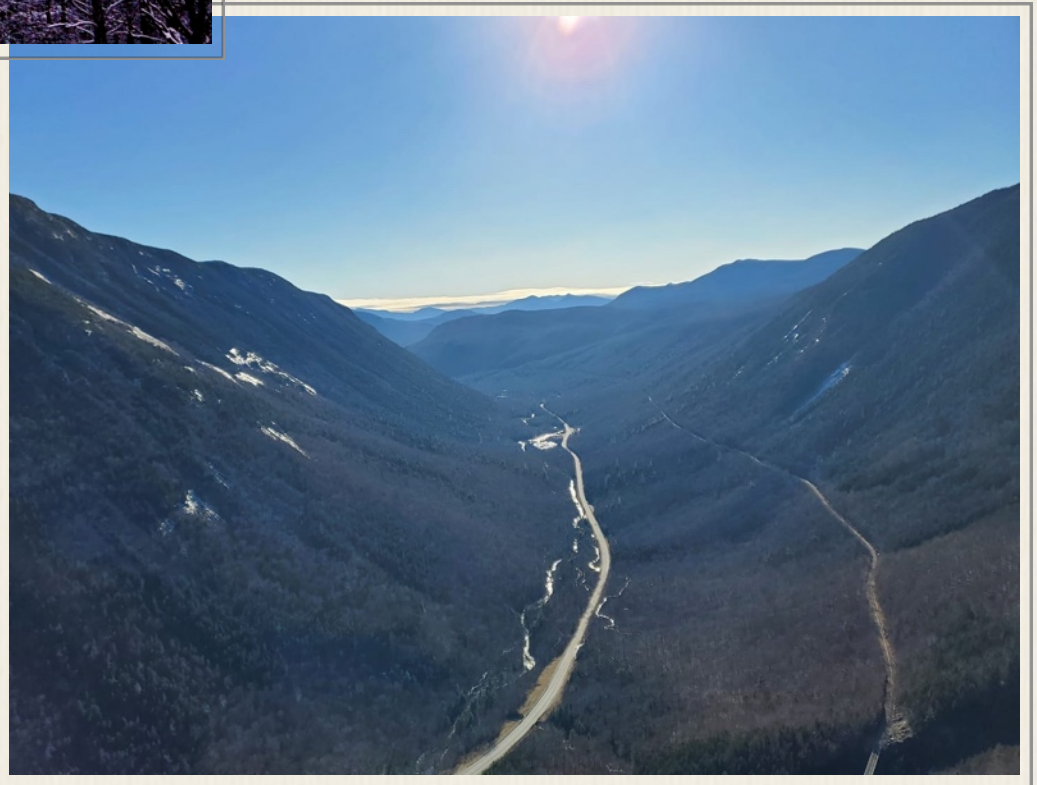


Kelly Rines Eggleston: "He would have enjoyed seeing you that morning Jonathan, & I would have loved to see the dogs. Glad you weren't there for the rest though. Something you'd never forget... Until now I'd only shared this with Hutchins, after he shared his story with me, & one other person. Since it's already been nearly 3 months, this is the only photo I took that day."

March Follow Up: On March 7, 2003, Jonathan Hutchins posted the following: "Good morning Coggers hope all are well! Never post on here *(MWCR: We Worked There)* but wanted to share some pictures. I told Kelly Rines Eggleston and Cookie that the morning Eggy passed away I was out taking pictures of the full moon and sunrise that day. Much like Eggy I love taking pictures of these mountains we call home! Loki my lab and I had been in Crawford Notch *(left)* hiking out to Frankenstein Trestle. When got to trestle decided to turn around Loki young and doesn't yet have hiking experience



took... I woulda been there." Knowing what I know now there woulda been nothing I could have done anyway but finding the brighter side I'm glad I was in Crawford (Notch) enjoying what we love... taking pictures and enjoying the Mountains we call home…. R.I.P. Eggy" ***Lw Barrett:*** "Hutch, I can understand your feelings, about this, as a long time EMS provider, and having spent time hiking the tracks in Crawford, I really can relate to your comment." ***Barbara Coussons Lennon:*** "Beautifully written Jonathan. Made me cry."



GENERAL NOTES:

1. THE PURPOSE OF THIS PLAN IS TO ILLUSTRATE THE PROPOSED MASTER PLAN FOR THE MOUNT WASHINGTON COG RAILWAY IN COOS COUNTY, NEW HAMPSHIRE.
2. AREA OF LOT 10 = 35.75 ACRES±
3. OWNER OF RECORD:
   PRESBY CONSTRUCTION, INC.
   3168 BASE STATION ROAD
   MOUNT WASHINGTON, NH 03589
4. THE SUBJECT PROPERTY IS LOCATED ENTIRELY WITHIN THE GENERAL DEVELOPMENT SUBDISTRICT (DD-G) ZONING DISTRICT AND IS SUBJECT TO THE FOLLOWING DIMENSIONAL REGULATIONS:

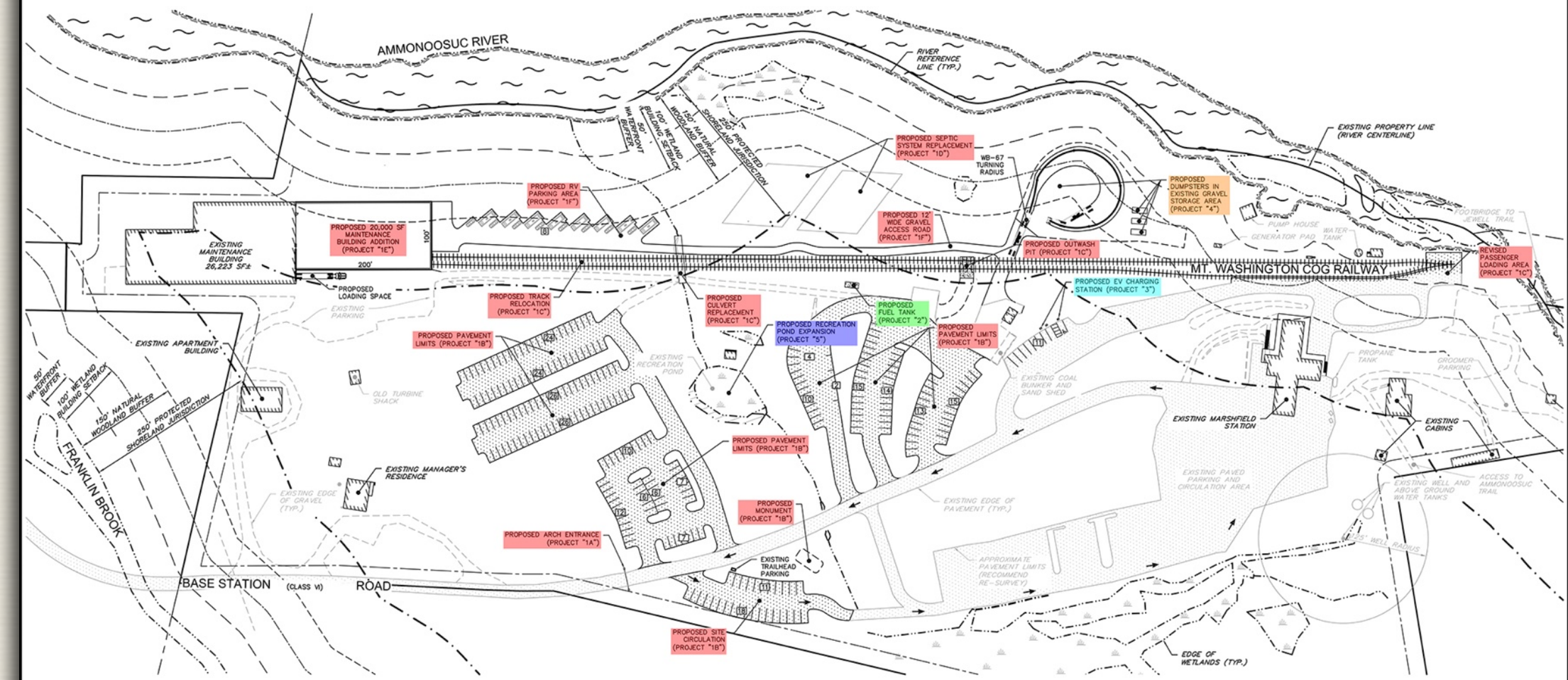
TABLE OF ZONING REQUIREMENTS

DESCRIPTION	REQUIRED	EXIST.	PROP.
MINIMUM LOT SIZE	1 ACRES	35.75 ACRES	35.75 ACRES
MINIMUM FRONTAGE*	200 FT	N/A	N/A
MINIMUM SHORELINE FRONTAGE	200 FT	2,050.85 FT	2,050.85 FT
FRONT YARD SETBACK	75 FT	N/A	N/A
SHORELINE SETBACK	100 FT	4.89 FT	4.89 FT
SIDE YARD SETBACK	25 FT	0.31 FT	0.31 FT
REAR YARD SETBACK	25 FT	N/A	N/A
BUILDING HEIGHT	35 FT	UNK	< 35 FT
MAXIMUM LOT COVERAGE	30%	28.3%	29.2%

* ROAD FRONTAGE REQUIREMENTS SHALL NOT APPLY WHERE A LOT IS LOCATED AT THE END OF A ROAD.

PROJECT SCHEDULE:

1. PROJECT 1:
   DESCRIPTION:
   A. PROPOSED ENTRYWAY ARCH.
   B. PROPOSED SITE WIDE PAVING, PARKING, AND CIRCULATION IMPROVEMENTS
   C. PROPOSED NORTH AND SOUTH TRACK MAINTENANCE/RELOCATION, CULVERT REPLACEMENT, REVISED CUSTOMER LOADING AREA W/ TRENCH DRAINS, AND NEW OUTWASH PIT,
   D. NEW REPLACEMENT EDA
   E. 200'x100' MAINTENANCE BUILDING ADDITION,
   F. EMPLOYEE RV PARKING AREA WITH ACCESS ROAD.
   TIMELINE:
   PERMITS:
   - NHDES AOT PERMIT
   - NHDES SHORELAND PERMIT
   - NHDES MINOR WETLANDS IMPACT PERMIT
   - NHDES UST PERMIT
   - NHDES SUBSURFACE APPROVAL
   - COOS COUNTY CONDITIONAL USE PERMIT
   - COOS COUNTY SITE PLAN APPROVAL
2. PROJECT 2:
   DESCRIPTION: PROPOSED STATE AND FEDERAL COMPLIANT FUEL TANKS.
   TIMELINE:
   PERMITS:
   - NHDES AST PERMIT
3. PROJECT 3:
   DESCRIPTION: PROPOSED EV CHARGING STATIONS.
   TIMELINE:
   PERMITS:
4. PROJECT 4:
   DESCRIPTION: PROPOSED DUMPSTER AREA AND TRACTOR TRAILER MANEUVERING AREA.
   TIMELINE:
   PERMITS:
   - NHDES WETLANDS IMPACT PERMIT
   - NHDES SHORELAND PERMIT
   - COOS COUNTY CONDITIONAL USE PERMIT
   - COOS COUNTY SITE PLAN APPROVAL
5. PROJECT 5:
   DESCRIPTION: PROPOSED RECREATION POND EXPANSION.
   TIMELINE:
   PERMITS:
   - NHDES AOT PERMIT
   - NHDES DREDGE AND FILL PERMIT



GRANITE ENGINEERING
civil engineering
land planning
municipal services

REVISIONS

No.	DATE	COMMENTS	BY

PREPARED FOR:
PRESBY CONSTRUCTION, INC.
3168 BASE STATION RD.
MOUNT WASHINGTON, NH 03589

GRANITE ENGINEERING
civil engineering • land planning • municipal services
150 Dow Street, Tower 2, Suite 421
Manchester, New Hampshire 03101
603.518.8030
www.GraniteEng.com

STAMP:
Stamp.TIF

LOCATION:
TAX MAP 1605 LOT 10
3168 BASE STATION ROAD
MOUNT WASHINGTON, NEW HAMPSHIRE
COÖS COUNTY, UNINCORPORATED PLACES

PROJECT:
MOUNT WASHINGTON COG RAILWAY

TITLE:
MASTER PLAN

PROJECT No.	DATE:	SCALE:
22-0927-1	NOVEMBER 8, 2022	HORIZ. 1"=80'
SHEET: 1 OF 1		

December 21st

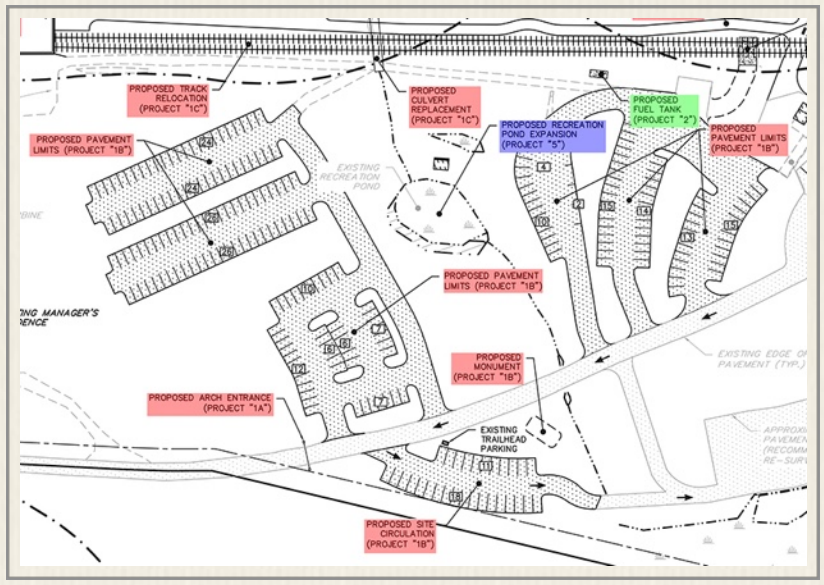
Conceptual Cog Development Plan: "The Coös County Planning Board got its first look at three-year's worth of projects *(previous page)* planned by the Mount Washington Cog Railway for improving its Base Station in Thompson & Meserve's Purchase. Railroad president Wayne Presby and company attorney, Earl Duval said the plans presented *(right)* Wednesday *(12/21)* evening were "conceptual" but wanted to know what the Planning Board might want



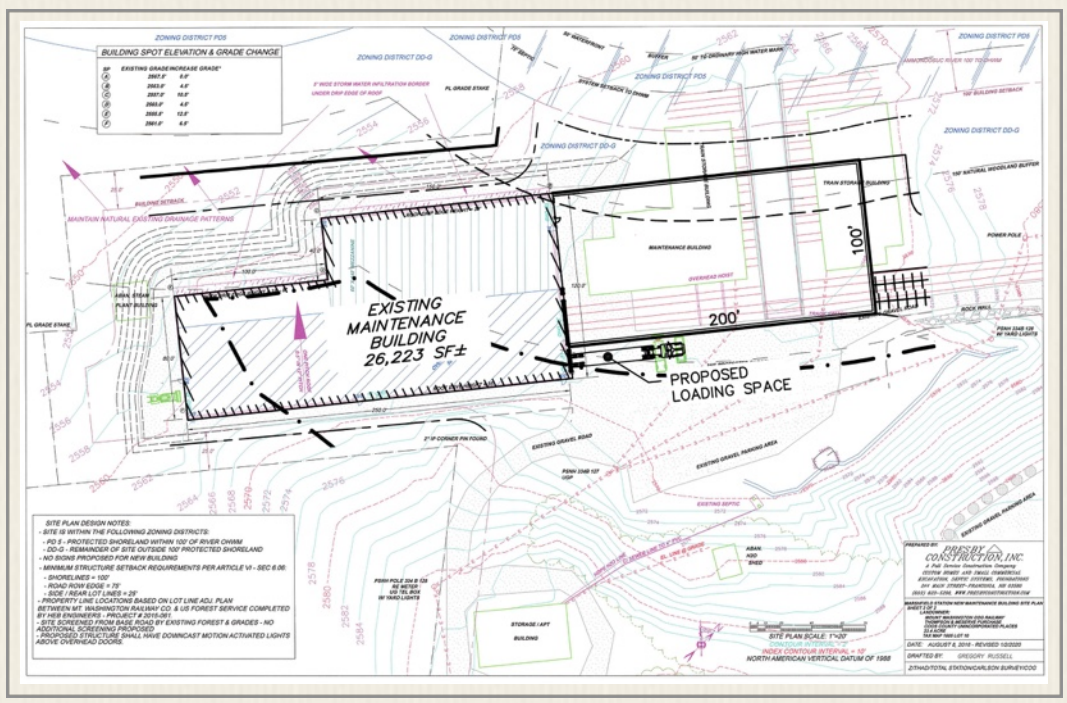


Cog lawyer Earl Duval answers questions about the "conceptual Base Station plan while Lizzie's Station opponent Jamie Sayen in green shirt away from table quietly takes notes. (2022)
- all photos Lewis Family Collection

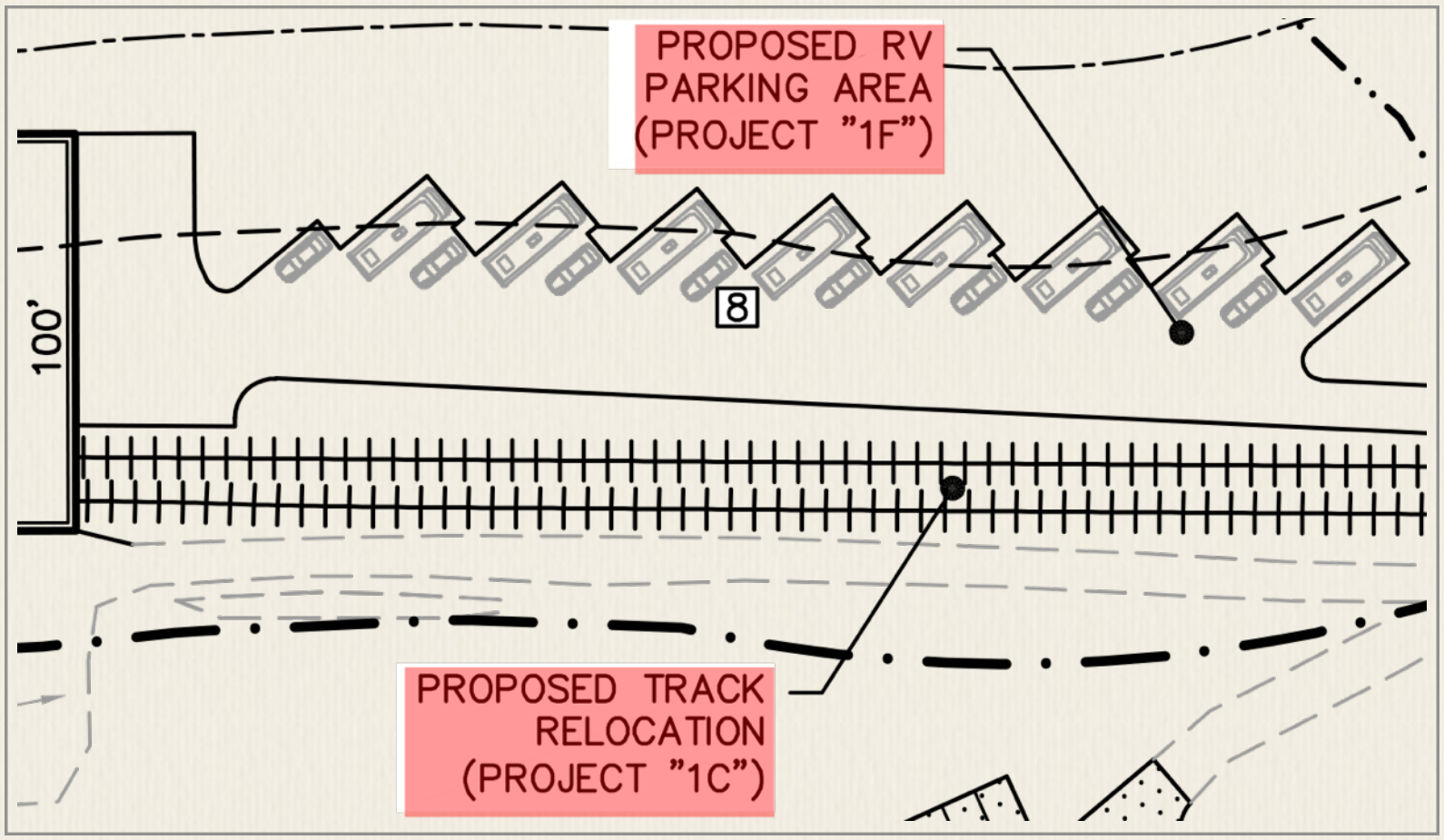
to see in any permit applications that will be submitted. Duval and Presby say they would like to pave existing parking lots *(below)* next year, and put a new "welcome arch" at the tourist attraction, as well as replace the tracks leading from the shop area to



Marshfield station with new 100-pound rail, steel ties and two-feet of new ballast. Presby said that would make the Cog railbed "the best in the state" as most New Hampshire tracks only use 85-pound rail. In 2024, the last of the 1896 base station/engine-car maintenance complex *(below)* would be taken down to make way for a 20-thousand square foot addition to the 35-thousand square maintenance facility that opened in 2021. Though not mentioned at the meeting the new addition would house the eighteen railcars that will make-up the so-called "Lizzie's Station" proposed for just below the Lizzie Bourne Monument, and outside the Mt. Washington State Park at the Summit. Lizzie's Station would include overnight accommodations from May to October, and has faced growing opposition from environmentalists. Vocal critic of the Lizzie's proposal, Jamie Seyan of Stratford, N.H. sat quietly through the Cog presentation Wednesday night in Lancaster reviewing the railroad's handouts illustrating the



proposed changes at the Base. In addition to expanding the new shop facility, year two would see installation of a new septic system for both the Base, and the proposed sewer line that would run down the track's from Lizzie's Station. The row of employee housing units, from the 1930s-1950s, that went away during a parking lot expansion is coming back in the form of a line of RV's on the north side of the tracks next to the new expansion where the Boston & Maine built a sawmill and carpenter's shop later converted into a "Honeymoon Cottage" for newlyweds. The Planning Board had very few questions about the "concept," and none raised immediate



objections to the "concept" as presented. As one member said if this was presented to the planning board in his town there wouldn't be even a hearing. There will be negotiations and perhaps hearings on necessary permits from New Hampshire state agencies for the shop expansion, the new septic system, and the handling of storm-water runoff from the newly paved parking lots. The new "Welcome Arch," designed Cog employee Caleb Gross *(next page)* and reviewed by outside engineers will be built of "weathering steel" in the new Cog maintenance facility. Presby explained the steel will become stronger as it rusts. The New Hampshire and American flags will top the lattice-work holding up the arch, and two tenders from the all-steam era of the Mount Washington Railway will flank the pillars. Presby said flowers would fill the space where one ton of coal was carried for a locomotive to make each trip to Summit. Just beyond the entrance arch a new monument will be built. The railroad's first self-propelled snow-removal device – a second-hand Canadian National Railroad Snowjet with a Pratt & Whitney J57 jet engine – will be cleaned up and mounted on a pedestal. Presby says the snow jet represents the start of the Cog's switch to diesel power as engineer Al LaPrade had to design new wheel trucks with cog gears and three motors per axle so the snow jet could climb the mountain. LaPrade added air brakes, and even refined the design of the cog gear to better fit the cog rack. Presby says those changes were instrumental in the Cog diesels that debuted in 2008, and are the main body of the fleet with only two operational steamers running in the summer. Diesel Cog locomotives were first designed in the late 1940s and early 1950s to service the US Air

PROJECT SCHEDULE:

1. PROJECT 1:
   DESCRIPTION:
   - A. PROPOSED ENTRYWAY ARCH.
   - B. PROPOSED SITE WIDE PAVING, PARKING, AND CIRCULATION IMPROVEMENTS
   - C. PROPOSED NORTH AND SOUTH TRACK MAINTENANCE/RELOCATION, CULVERT REPLACEMENT, REVISED CUSTOMER LOADING AREA W/ TRENCH DRAINS, AND NEW OUTWASH PIT,
   - D. NEW REPLACEMENT EDA
   - E. 200'x100' MAINTENANCE BUILDING ADDITION,
   - F. EMPLOYEE RV PARKING AREA WITH ACCESS ROAD.

   TIMELINE:
   PERMITS:
   - NHDES AOT PERMIT
   - NHDES SHORELAND PERMIT
   - NHDES MINOR WETLANDS IMPACT PERMIT
   - NHDES UST PERMIT
   - NHDES SUBSURFACE APPROVAL
   - COOS COUNTY CONDITIONAL USE PERMIT
   - COOS COUNTY SITE PLAN APPROVAL

2. PROJECT 2:
   DESCRIPTION: PROPOSED STATE AND FEDERAL COMPLIANT FUEL TANKS.
   TIMELINE:
   PERMITS:
   - NHDES AST PERMIT

3. PROJECT 3:
   DESCRIPTION: PROPOSED EV CHARGING STATIONS.
   TIMELINE:
   PERMITS: –

4. PROJECT 4:
   DESCRIPTION: PROPOSED DUMPSTER AREA AND TRACTOR TRAILER MANEUVERING AREA.
   TIMELINE:
   PERMITS:
   - NHDES WETLANDS IMPACT PERMIT
   - NHDES SHORELAND PERMIT
   - COOS COUNTY CONDITIONAL USE PERMIT
   - COOS COUNTY SITE PLAN APPROVAL

5. PROJECT 5:
   DESCRIPTION: PROPOSED RECREATION POND EXPANSION.
   TIMELINE:
   PERMITS:
   - NHDES AOT PERMIT
   - NHDES DREDGE AND FILL PERMIT

2022



Force Climatic Laboratory that tested jet engines. In 1976, Cog manager Ed Clark funded, built and tested the *Spirit of '76* out of spare parts, including a tug that pulled airplanes in Maine. The diesel ran but mechanic Val Sanders said the engine Clark tried to use to power the hydraulics was woefully underpowered, and the connected front and rear-axles had the engine climbing out of the cog rack. While plans for 2025 were not discussed with the Planning Board, Presby said after the meeting that construction of an eighth locomotive has begun. In first pitching Lizzie's Station, Presby had suggested the new engine that would shuttle passengers from Lizzie's to the Summit would be electric. However, the new M-8 under construction will be a diesel. In addition, Presby says a new steam engine is also on the drawing boards. It would be the 11th steam locomotive built for the Mount Washington Railway and would feature an upright boiler of a new design, perched atop a frame and running gear featuring improvements from the diesels built in-house. Presby says the upright boiler with a cab will emulate the earliest of Cog engines. While officially MW-11, Presby says "perhaps we will name it *Cloud*" an engine name that first appeared on the railroad in 1870."

- Cog Clatter report – Thu, Dec 22, 2022



December 22nd

Waumbek Station Promo: "New and improved Waumbek Station *(above)* – still one of the best selfie spots in the White Mountains! And with new add-on menu items available to enhance your trip, you'll roast...

you'll toast... tasty Cog Dogs and Brats over the open fire! But wait– there's more: SNOW, and lots of it! Act now, supplies are limited. Weather subject to change without notice."

- Mt Washington Cog Railway Facebook page - Tue, Dec 20. 2022

Bedor Housing Project Paused: "After being presented nearly two years ago, the 41-unit condominium development planned for a part of the 200-acre property at the Adair Country Inn and Restaurant in Bethlehem has been put on hold, after construction and site work costs came in much higher than expected. In August, the Bethlehem Planning Board granted conditional approval to the project, which was proposed by Adair owners Joel and Cathy Bedor, who formed JCB Inns LLC for the development and brought in Steve Keach, project engineer from Nordstrom-Keach Associates. On Thursday *(12/22)*, Andy Smith, owner-broker of Badger Peabody Smith Realty, who was involved on the real estate broker side, confirmed that the project is on hold and its future uncertain. "It's continuing to be considered," he said. "Until we had the final standards from the planning board and got all the engineering done, we couldn't really put a final budget on it." But those numbers, arriving at a time when prices have been an ever-moving target, have since come in, he said. "Now that we have the final engineering specs and what the town and the state required, we have the final bids on those and they are coming in much higher than we had hoped for, and so it is causing us to step back and re-evaluate and maybe come back with an alternative plan," said Smith. The site work needed ended up much larger in scope, and cost. "The site work itself was much greater than anybody had expected until we got the final reports in from the engineer on what was required," said Smith. "Not only was it more expensive, but there's just a whole lot more work and site costs necessary to create the development where it was designed to be." Fuel costs for a dump truck of gravel and labor costs have gone up tremendously and those in- creases, along with others, put enough of a question mark on the project, he said. "We didn't know what we had to do until all the engineering and the permitting got done," said Smith. "It was hard to pinpoint. We had some budget numbers, but I will say we didn't hit many of those." Between the planning, permit- ting and engineering, it took much work and a good two years to get the project to where it is now, he said. "I'd love to say, we're here and the bulldozers will be going in next week, but we're not at that point, and may never be," said Smith. "We'll just have to see." No work of any sort will take place at the site this winter and it's currently undetermined if any work will take place next year. "Frankly, because of the costs, we're reevaluating the current design, "said Smith. "I won't say we're shelving the whole thing. We're reevaluating what options might be out there and reevaluating ways to make it work, or come back with a whole different plan. That is where we're at right now." In the past two years, the project was a closely watched one by local residents, and it also drew some critics who voiced concerns about the extent of logging on the property, wetlands violations, and impacts from preliminary site work. Smith said he wanted to correct some statements that were made. "The logging operation had nothing to do with this development project," he said. "The land- owner has 200 acres of land and it's been harvested in the past. It's a renewable resource, and whether this project was coming or not, this timber operation had been in the works much longer. Out of 200 acres, the development was on a 30-acre parcel. They were unrelated. People wanted to tie them together, but they were not related in any sense." The second is about wetland violations that were corrected prior to the visit by the New Hampshire Department of Environmental Services, he said. It took DES some time to make the visit and confirm that everything was all set and they've since done that, said Smith. "There's no outstanding wetlands violations," he said. The last is who is leading the proposed development, which is a property owner project, said Smith. "Peabody and Smith had nothing to do with the development, other than project managers and brokers if it goes forward," he said. At the start of the public discussions on the development, Smith said demand for the single-family units was there. The plan had been to build in phases on the westerly side of the property the 41 condominiums, which would have been priced in the low $400,000 range and individually owned. While a revised plan at some future point remains a possibility, nothing is certain. "We



This intersection, at Guider Lane and Route 302 in Bethlehem, is planned to be the entrance to a development of about 40 condominium units on 200 acres belonging to Adair Country Inn owners Joel and Cathy Bedor. (2022)
- Photo by Robert Blechl

just don't know," said Smith. "We're not throwing in the towel, but we are reevaluating."

- St. Johnsbury (VT) Caledonian Record - Fri, Dec 23, 2022 pg. A1 & A2

December 23rd

No Trains - Winter Weather: "Good morning Coggers – Trains are NOT running today, Friday December 23 due to severe weather (114.5 mph SE winds at Summit / 23° at MWObs) and hazardous driving conditions. Marshfield Base Station is CLOSED. Normal operations resume tomorrow, and the Railway will be CLOSED for Christmas on Sunday.

December 24th

A *Christmas Eve Blow:* "It's Christmas Eve, Coggers, and we have an early service update for you. As of 6:00am, we are tentatively planning on running our normal schedule to Waumbek Station. As the sun comes up we may have more information– stay tuned here. Drivers should exercise extreme caution due to icing. ***Jill Chastenay:*** "If you don't run, what do we do about rescheduling our tickets?" Mount Washington Cog Railway: "Jill - right now the plan is still to run at 10:15, 11:30 and 12:45. The 9:00 train is cancelled to give us more time to get everything cleaned up as far as Waumbek. 9:00 ticket holders have been moved to 10:15. Base Road is clear but icy, so use caution. We'll post any further updates here as soon as we have them.



Mount Washington Cog Railway: And, were back! M6, with Train Master Andy *(Villaine)* on the stick and General Manger Ryan *(Presby)* out front *(above)* on the snowblower, is making its way up to Waumbek for the cleanup run. Today's passenger service resumes at 10:15, 11:30 and 12:45. ***Frank Judge:*** "Engine designed by Euclid?" ***MWCR:*** Frank - Close but no cigar. M6 proudly bears its designer's name, Laprade, Euclid's non-axiomatic second cousin by marriage" When Andy X Villaine posted the image on his Facebook page, former Cogger ***Adam Otterbach:*** "What are you guys pulling on the rear of m6." ***David Clifford:*** "Adam - flat car with an air compressor to power an air knife that clears the Cog rack. Works good"



December 24th & 30th

A *Video Present & Waumbek Sunset Pitch:* "2023 is fast approaching, Coggers, but if you have a spare half hour or so, close out '22 with this beautiful virtual steam trip *(right)* created by Daniel Day for Dynamo Productions: https://youtu.be/2PcaUncoln8 While it may be a little tough to get a lift ticket this week, it's quite a bit



easier getting a lift to one of our 4000' sunsets at Waumbek Station! And you can even wave to the crowds at Bretton Woods while you're up here!" We couldn't resist posting a few more from yesterday's spectacularly beautiful sunset. For accessible winter experiences on Mount Washington, the new Waumbek Station can't be beat in any kind of weather. Our expanded holiday service continues through Sunday– schedule, tickets and much more



Sunset through Car No. 7 - the last coach built by 46-year Cog veteran craftsman Rob "Mississippi" Maclay (2022)
- Photos by Mount Washington Cog Railway





"Passengers explore the area above the platforms at Waumbek Station. The slopes of Bretton Woods Ski Area can be seen below." (2022)
- Jill Armstrong photo



NH Winter

Jill Armstrong

January 5th

Winter Excursion: Jill Armstrong's *NHWinter* column describe a Winter ride: "When family visits from out of state during the holidays, where do you take them? We took a trip to Coös County to ride the iconic Mount Washington Cog Railway, which transports passengers up the west side of the state's tallest peak. Although the Cog is well-known for round-trip journeys to the summit, the railway company launched winter trips to Waumbek Station three seasons ago. At just over 4,000 feet elevation, this newly renovated stop on the tracks provides panoramic views of the southern Presidentials, Bretton Woods Ski Resort, and endless rolling peaks stretching to the Canadian border. "I think when you think about New Hampshire in winter, you think about skiing, and there isn't a lot to do if you don't ski," said Rob Arey, the Cog's marketing director. "This gives people the ability to get up on the side of Mount Washington, which is pretty rare in the wintertime. And it gives a whole different and unique experience." The Cog Railway started rolling in 1869, a decade after founder Sylvester Marsh first dreamed of transporting passengers up and down the mountain safely and efficiently. At first, skeptics referred to Sylvester as "Crazy Marsh," joking that he might as well build a "railway to the moon." But Marsh proved them wrong. In order for the locomotive to climb steep grades — 25% on average with some spots just under 40% — he applied the existing invention of a cog gear and rack to a mountain rail, a system similar to the teeth on a bicycle sprocket that mesh with the chain, to propel the train forward. Originally, the locomotives were powered by coal and steam. Today, the railway company prides itself on its fleet of biodiesel trains, seven in all. "Our founder, Sylvester Marsh, was always about innovation, and that's what people don't realize we do," Arey said. "We're always looking to innovate and become something new." Arey isn't sure what the future holds but suggests a shift toward electric locomotives in the coming years. "It's always about innovation and changing and growing," he said. The Cog departs from Marshfield Base Station, named after the railway's founder and another significant historical figure, Darby Field, who in 1642 was the first European to reach the summit. During our visit, two trains were running. After the ringing of a large iron bell to mark our departure, we boarded a white car, adorned with delicate blue trim and a small evergreen wreath for the season. The yellow locomotive attached to the back of the car read Agiocochook, an Abenaki word meaning "Home of the Great Spirit" and Mount Washington's native American name. (The peak was renamed for George Washington after the Revolutionary War). Leaving the station,

the train first crossed the Ammonoosuc River. At the head of the car was our guide and brakeman, Phoebe *(Ross)*, who narrated the journey and shared information about the surrounding land and the Cog's history. As the train gained speed, Phoebe informed us that the Cog maxes out at speeds of 5 miles per hour. "Hold onto your hats, everyone," she advised, chuckling. As the train began to climb — the seats are tilted forward slightly when the car is on a flat to make up for the pitch of the hill — Phoebe discussed Marsh's dream for building the railway. "The most surprising aspect for me was just the history and the story of the man who constructed the railway and just how historically significant it was," my cousin Nick Mizzone, visiting from northern New Jersey, said later. "And also, I felt that the railway to the moon expression or tagline was really powerful and just gave the whole experience a lot of character that I didn't expect." Phoebe pointed to the AMC's Lakes of the Clouds high-mountain hut as we approached the crest of the first incline, explaining that the Ammonoosuc originates from the small mountain lakes nestled in the saddle between mounts Washington and Monroe. With clear views and only a few streaks of clouds in a sea of blue sky, it was easy for us to spot the hut perched above the treeline. After a short ride to Waumbek Station, we emerged onto a series of viewing decks complete with warming huts for cold days — a pet project that kept the railway's owner busy over the summer. At each level, families posed for pictures, enjoyed warm cups of cocoa, and roasted marshmallows and hot dogs around blazing campfires. Although the warmth of the fire was welcoming, it wasn't needed when we visited. A few clouds high in the sky and no wind made for perfect viewing conditions — weather that isn't common on a mountain known for some of the worst in the world. "My favorite part was when we finally did get to the top and got out onto the platform, and I saw all of the mountains for the first time," said my cousin Steph Mizzone. "It was really breathtaking and more beautiful than I could have imagined." Her fiance, Rob Sotelo of Danville, shared these thoughts: "It was just such an incredible experience, something so different from what we're used to being in New Jersey and all the flat land." I was glad to be able to share this view with loved ones. Having seen Mount Washington a hundred times, I felt a new appreciation for this grand landmark, soaking in my relatives' amazement as they stepped onto the platform and looked up at the snow-capped peak for the first time." NHWinter is published Fridays through ski season. Contact Jill Armstrong at jaarmstr1@gmail.com *- Manchester (NH) Union Leader - Fri, Jan 6, 2023*



"Passengers mingle on the top platform, with clear views of Mount Washington." (2022)
- Jill Armstrong photo



Columnist Jill Armstrong (center) poses with Rob Sotelo, Steph Mizzone, Nick Mizzone and Matt Marquis pose for a group photo at the upper viewing platform at the Cog Railway's Waumbek Station. (2022)
Jill Armstrong photo

January 27th

New Commission - New Mission: Jitney Jr reports - "A newly-reorganized Mount Washington Commission will move forward to finalize a cost-estimate for an environmental assessment of the New Hampshire state park they oversee as called for in their new, approved 10-year master plan. Out-going chair State Senator Jeb



The Mount Washington Commission meets at Franconia Notch State Park headquarters in Franconia.. (2023)
- Paula Tracy photo / InDepthNH.org

Bradley handed the gavel over to Ed Bergeron Friday *(1/27)* with the news that Governor Chris Sununu had accepted and approved the new master plan that finally supersedes a 1972 document that was supposed to be rewritten in the early 1980s. Bradley has been replaced on the commission by newly-elected State Senator Carrie Gendreau *(right)* of Littleton, who spent time working for the Mount Washington Cog Railway booking tourists to travel to the summit of New England's tallest mountain. However, Sen. Bradley will stay involved with obtaining funding the projects called for in the master plan. He said the Governor needs to have at least a dollar estimate to "plug" into the proposed state budget that the General Court will receive in mid-February. Public member Bergeron and vice chair Rob Kirsch of the Mount Washington Observatory will now lead the panel in working with state parks and natural resources officials in devising a scope of work for the assessment outlined in the new master plan. Natural Resources Commissioner Sarah Stewart says the Commission can look forward to new financial transparency from her department about the state's fee structure and various financial agreements within the Mt. Washington State Park. Stewart said the department is developing a spreadsheet that will include existing state contracts with stakeholders and their expiration date so "everyone knows when it comes to renegotiate or extend" those contracts. Work on a new sewer and water system at the summit will disrupt customer access on the 60-acre park next summer as the project moves up to the Sherman Adams building. However, park director Patrick Hummel says visitors will find new tables in the building's rotunda that will not only increase seating, but make daily clean up and maintenance easier. Cog Railway president Wayne Presby gave the group a thumbnail sketch of the railroad's Base Station improvement plans for the next three years that were outlined to the Coös County Planning Board in December. However, Presby said the company is also looking to "reduce its carbon footprint" by experimenting with a "conductor accumulator" system alongside the track which would transfer electricity produced by the diesel locomotives on the way down from the engines to the power grid at the Base Station – similar to the way hybrid electric cars recharge their batteries while coasting down hill."



Sen. Carrie Gendreau listens to Mt. Washington State Park Director Patrick Hummel, while landscape architect Robert White and reporter Paula Tracy take notes in the background. (2023)
- Jitney Jr. photo

- Cog Clatter / Sat, Jan 28, 2023



Outgoing Commission Chair Jeb Bradley shows off his going away present from Commissioner Sarah Stewart (2023)
- Paula Tracy photo / InDepthNH.org

Sununu Approves Master Plan: Paula Tracy reports - "Gov. Chris Sununu approved the 10-year master plan for the Mount Washington state park this week and is expecting an estimate for a comprehensive environmental assessment of summit needs as part of his budget, Mount Washington Commission members were told Friday. In a Jan. 26 letter to the commission, Sununu thanked members for their work to create a master plan for the top of Northeast's highest peak. Sununu said the spot "draws people from all over the world to our wonderful state and I am glad to see such thought devoted to ensuring that it is accessible for recreation, utilized for essential services, and preserved for future generations." The governor wrote: "I have received and reviewed the plan over the last week. It presents a number of great opportunities to pursue going forward…please consider this letter my approval for the Mount Washington Master Plan. I look forward to seeing the work of the Commission in the years to come." The commission, which is made up of stakeholders from the Cog Railway, the Mount Washington Auto Road, Appalachian Mountain Club, the Mount Washington Observatory, State Parks, and Town Square Media, which operates towers on the summit, voted to pass the plan this past October with public input. Those who attended public hearings on the plan in Conway and Concord expressed great concern for the fragile natural environment at 6,288 feet which is being visited by throngs of people each year. The commission passed the document with the proviso that the state do a separate, full environmental assessment of impacts the summit faces due to climate change and human impacts and implement recommendations for not only access but for future and current buildings. Sarah Stewart, commissioner of the Department of Natural and Cultural Resources, told the commission when it met for its quarterly meeting Friday at Franconia Notch State Park headquarters, the first since the master plan passage, that it would be good to have an estimate for the cost of the environmental assessment to be included in Sununu budget address. It is planned to be announced on Feb. 14. She said the next step would be "to have a conversation with the capital committee on the directives given to us with this master plan and to seek a consultant with the expertise to make assessments at the summit." State Sen. Jeb Bradley, R-Wolfeboro, said a rough estimate of the cost would be good. He had been chair of the commission and stepped down as he is now Senate President. Bradley said the funding for that study might be found either in the capital budget or state surplus funds. "I think given the revenue we are generating, I'd like to see it in one-time dollars in the operating budget," Bradley said. "I am going to bring it up…I meet with him (Sununu) every Tuesday morning. If you could give me a rough idea that would be great." Any such contract would be required to go out to bid and then the recommended firm and contract would require approval of the five-member Executive Council which could take several months. "It's great news," said Stewart, noting the process is moving forward. She said the Executive Council is aware of the current process. ***Fees & Licenses To Become Public:*** Fees paid to the state for use of the facility at the summit will be something new that is included for consideration and recommendation by the commission when it moves forward, Stewart said. Brian Wilson, who is the new state parks director, attended the meeting and said he is now absorbing information and working with summit staff. He said he will be "tracking where we are at, with leases and our partners." The Mount Washington Commission, which is advisory, would be able to get quarterly information on revenue taken in from leases and when leases are up for renegotiation. This will impact all members of the commission who also have leases. Stewart said she wanted to know if there was a preferred format, such as a spreadsheet. This is part of an effort to provide the public with more transparency. "This will be a new format," Stewart said, "We are in the business of full transparency." She said there are a few matters up for review in the next few months. ***Capital Improvements Update:*** The commissioners heard about a new state building available to parks in Gorham and progress on a new wastewater treatment facility at the summit, though work concluded in October and will resume in May or June. This winter, there are discussions underway about the internet and broadband needs at the new treatment plant. Parks are getting a new state facility in Gorham that has been transferred within the state and will help the parks with improved space for park retail supply operations off the summit. Parks Director Wilson said he planned to do some community outreach and signage to let folks know that state parks have a new spot in town. He said it is located across from Libby's before the train tracks and has

about two acres and a building. Also this winter, work is underway with Mount Washington Observatory staff on a new informational display which will hopefully include current summit conditions. It could be completed by the early part of the year. There is also an effort to update some signage, including a revamp of all hiking trails on the summit including Appalachian Trail routes. Wayne Presby, president of the Cog Railway, said there was talk in the previous master plan about the construction of a loop trail around the summit. Ed Bergeron said that could be part of the environmental assessment. Wilson said he and Patrick Hummel, park manager, have met to talk about "deliverables" on the master plan and there might be a visitor survey as part of the plan. ***Ed Bergeron Named New Chair:*** With Bradley stepping down as chair with his new responsibilities as the leader of the state Senate, commissioner for the public and Vice Chair Ed Bergeron was named the new chair of the Mount Washington Commission. Bergeron is a trained engineer. ***Meeting Schedule For 2023:*** The next meeting of the commission is scheduled for March 24. There will also be meetings on May 19, July 21 likely on the summit, Sept. 22, and Nov. 17." *- InDepthNH.org - Fri, Jan 27, 2023*

MWC Meeting Minutes: "A regular meeting of the Mount Washington Commission (MWC) was scheduled at Franconia Notch State Park Headquarters. Chair Bradley called the meeting to order at 10 a.m., with a quorum present and Mr Ellms calling in by telephone. Attendees introduced themselves. PRESENT were Chair Jeb Bradley/Senate, Ed Bergeron/Public, Phil Bryce/Public, Chris Ellms/Public, Derek Ibarguen/WMNF, Rob Kirsch/MWObs, Wayne Presby/Cog Railway, Drew Scamman/TownSquare Media, Sarah Stewart/DNCR Commr, Chris Thayer/AMC, Rep Umberger/House, and Tobey Reichert designee for Howie Wemyss/Auto Road. Also in attendance were Allen Brooks/DOJ for the MWC, Drew Bush/MWObs, Earl Duvall/Cog Railway, Carrie Gendreau/Senate, Jack Middleton/MWObs, Ryan Presby/Cog, Dir Brian Wilson/DPR, summit and state park staff, and members of the public. Governor Sununu, in response to a request from Chair Bradley and Commr Stewart on behalf of the MWC, accepted the Master Plan on January 26, 2023. Copies of the letters were shared. Senate President Bradley has appointed Senator Carrie Gendreau, Dist. 1, to serve on the MWC in his place. Sen Bradley said that the master plan process went well and the final Master Plan is a credit to all. Elections were held with Rep Umberger nominating Mr Bergeron as chair and Mr Kirsch as vice-chair. Mr Presby seconded and the MOTION CARRIES by unanimous roll call "yes" vote by Rep Umberger, Mr Bergeron, Mr Ibarguen, Mr Bryce, Mr Scamman, Mr Kirsch, Mr Thayer, Mr Presby, Mr Reichert, Commr Stewart, Sen Bradley, and Mr Ellms. Commr Stewart on behalf of the MWC expressed appreciation to Sen Bradley for serving as chair of the MWC and bringing the summit Master Plan to completion. Minutes. A MOTION to accept the minutes of Oct 28, 2022, was made by Rep Umberger and seconded by Mr Thayer. The motion CARRIES by unanimous roll call "yes" vote by Rep Umberger, Mr Bergeron, Mr Ibarguen, Mr Bryce, Mr Scamman, Mr Kirsch, Mr Thayer, Mr Presby, Mr Reichert, Commr Stewart, Sen Bradley, and Mr Ellms. ***Master Plan***. Commr Stewart said that any contracts will need Governor and Council approval. The next step is to request funding for the summit assessment from the Capital Budget Committee. Sen Bradley said it would be helpful to provide a cost estimate. The Master Plan provides a framework for the Statement of Work (SOW). Dept Environmental Services (DES) and Dept Administrative Services (DAS) could be consulted for their expertise on environmental assessments and capital assets, respectively. Mr Bergeron, Mr Kirsch and Commr Stewart will work on the SOW and estimate. ***Fees paid to the State.*** The agenda follows the statutory duties of the MWC per RSA 227-B:6. Not all agenda items will have updates to report out. The MWC will consider a preferred format. Commr Stewart will provide a list of existing state contracts to the MWC. The NH Dept of Revenue Admin (DRA) was not able to provide Parks with an appraiser to determine the market value of its real property; however, there are MWC members who could provide some expertise. Mr Presby volunteered Mr Duvall to provide Commr Stewart with information about business-based appraisals. ***Capital Improvements***. Mr Hummel reports that the wastewater and water tanks contracts start work this spring. He will work with summit partners to ensure public access and minimize disruption. Mr Presby said that Mr Duvall is working with NH Electric Coop and Bretton Woods Telephone to bring fiber to the summit. The state park uses microwave for connectivity. Mr Scamman said AT&T and Verizon has reached out to him. Commr Stewart said it is important for summit partners to coordinate their efforts to maximize the public benefit and minimize the footprint on the summit. She will bring communication proposals before the MWC.

Park Operations. Mr Hummel is focused on winter maintenance projects. He is in discussion with Pikes Peak Cog Railway to exchange operational expertise. DNCR acquired use of the DES building located in Gorham that will serve as a regional office and meeting space. Dir Wilson said that once renovations are complete, Parks will reach out to the local community to celebrate Parks' new hub of operations. Parks and MWObs staff

are working on updating the entryway information wall. Hiking trail signage is also being worked on. MWC members talked about the Master Plan's survey of hiking trails, a potential loop trail around the summit, and the visitor survey. UNH's Recreation Management program students may be interested in some of this project work. ***Leases and Agreements***. As discussed earlier, Commr Stewart will put together a list of current state contracts and agreements related to the summit to share with the MWC. ***Acquisitions.*** The new Gorham property was mentioned earlier. ***Promotions***. Mr Hummel reported that there have been no issues with winter hikers to date. Commr Stewart said that Parks and Cannon have a marketing contract with DriveBrand, and that we no longer work through BEA Div of Travel and Tourism's advertising firm. Mr. Thayer said the AMC is coordinating its outreach efforts with Tourism regarding "Leave No Trace" messaging. ***Protection of summit resources.*** Rep Umberger, Mr Bergeron and Mr Kirsch would like to see financial reporting of the Mount Washington Fund. Commr Stewart will provide such reporting in the future. Mr Thayer said the AMC and MWObs can provide resource-based studies and results to the MWC on a periodic basis.

P***artner Reports. AMC.*** Mr Thayer said that Nicole Zussman was appointed as their new President and CEO. AMC returned to its full slate of programming last year. Across the hospitality industry, staffing shortages and wage increases continues to be a challenge. AMC deployed nine trail work crews in coordination with WMNF and Parks. AMC has hosted over 16K overnight lodgers. Alpine stewards will continue its educational outreach. ***Auto Road.*** Mr Reichert said that they had completed paving at the lower portion of the Auto Road. Projects planned for 2024 are the bridge replacement and repositioning the entrance to the Visitor Center to improve traffic flow on Rte. 16. The Auto Road is hosting the Backcountry Alliance event on Saturday with over 200 skiers registered. ***Cog Railway.*** Mr Presby said that their 2023 projects include landscaping the base area, installing a new entrance arch, improved traffic patterns and replacing the tracks between their maintenance facility and Marshfield Base Station. They will add an 8th diesel locomotive. As an effort to reduce their carbon footprint, they are considering alternative fuels for their steam engines and track-side accumulator that would produce electricity. They plan to expand the maintenance facility in the future. Waumbek Station improvements are planned in support of their winter operations. The Cog Railway may add trips to Waumbek as part of its summer offerings to provide riders with a shorter time commitment option and to relieve summit usage. ***MWObs.*** Mr Bush reports that the Obs is providing public safety text and website messaging that includes forecasts from the WMNF Avalanche Center. He thanked Parks for the joint operational improvements, such as transportation, the entryway exhibit, and radio communications between the snowcats. They are providing weather information to Cannon Mountain and are upgrading their website summit field trips. They received international and national coverage about Mt Washington's history, its partners and scientific research. They are working on Work Wise employee safety training and a hiker safety video. Input from the summit partners is welcomed. Mr Bush offered to help the MWC with the implementation of the Master Plan. ***Townsquare Media.*** Mr Scamman said that WHOM is currently off-line due to weather damage, but the microwave service is operating and is solid. Townsquare will be working on the WHOM building this spring. ***WMNF.*** Mr Ibarguen said that there's been an increase in winter hiking and fatalities. They are working on more hiker and snowmobile safety messaging. The Avalanche Center has been busy. They are contracting for work at Glen Ellis Falls in Pinkham Notch. Summer staffing, housing and recruitment is a challenge. They have a fully electric vehicle that is part of their sustainability program goals. ***AOB.*** On behalf of the Commission, Commissioner Stewart thanked Allen Brooks for helping to guide the process, incorporating MWC and public comments, and writing the Mt Washington Master Plan. Adjourn. The meeting adjourned at 11:55 a.m " *- Submitted by T. Tango-Lowy, MWC clerk*



February 3rd

Record Low Temps : Mt. Washington Observatory: "Our daily record low of -32F (set in 1963) has already officially been broken as of 1 pm EST and is expected to plunge even lower overnight." ***Mount Washington Cog Railway:*** "We tried to tell Train Master Andy Villaine *(leftt)* that *Peppersass* wasn't going anywhere today, certainly not in this weather, but he insisted on digging

the old girl out anyway. We also tried to tell him he might want to put on a scarf, but... oh, just forget it. We work with crazy people. 1-hour Waumbek round trips up to 4000' (with complimentary hot refreshments) resume tomorrow at 10:15 when it's supposed to warm up to... say what? 10 below? ***Andy X Vanguard:*** "Cold weather imperviousness. Couldn't let a record setting day on Mt Washington go by without a little bulkamania!" This weekend's historic, record-breaking winter weather is a great reminder to join all of us at the Cog Railway in supporting the important science being performed every day, all year long up at the Mount Washington Observatory! *- MWCR Facebook page - Fri, Feb 3 & Sat, Feb 4, 2023*



February 13th

Attitash-Cog Partnership: "It's a beautiful winter morning up here on Old George, Coggers – cool, clear and crisp! And by the looks of our nearly-full hiker's parking lot, they must be having a pre-President's Day sale or something up top! Whatever's going on up there, we figured we'd get in on the action, too. Thanks to our pals down at the Attitash Mountain Village Resort, you can enter to win a two-night stay at the resort and 4 tickets on the Cog Railway! Just follow the link for more details, and to enter. Good luck!

- MWCR Facebook - Mon, Feb 13, 2023

February 14th

Adair Property For Sale: "After nearly a decade of stewardship by the Bedor family, the Adair Country Inn and Restaurant will soon be avail- able for sale as the Bedor family transitions to retirement. For nearly a decade, Joel and Cathy Bedor have owned the estate, which was built in 1927 by Frank Hogan as a gift to his only daughter, Dorothy Adair Hogan, when she married John W. Guider. In the last 30 years, the Adair was converted from a home to a classic inn and restaurant welcoming guests from the local area and far beyond. The inn and restaurant are known for featuring a relaxed and inviting atmosphere while offering a locally in-



spired menu attracting guests for everyday din- ing or special occasion events like weddings, parties and more. Sited on 150 acres, the Adair Country Inn and Restaurant has scenic grounds with exquisite views of Mt. Washington and the surrounding White Mountains, walking trails and elegant stone walls and gardens designed by the Olmsted Brothers (sons of the man who designed New York City's Central Park). The Bedor family are not newcomers to the hospitality business. Before owning the Adair, they were part of the ownership group and management team that successfully reopened and revitalized the Mt. Washington Hotel and Resort in Bretton Woods. In addition, their careers included ownership of the Mt. Washington Cog Railway – a world-renowned tourist attraction.

"We have thoroughly enjoyed owning this incredibly special place, the Adair, as our 'post retirement' business," said Joel. "But after some quiet reflection, Cathy and I have decided it is time to pass the torch to the next party, so they may put their mark on this indelible property here in the North Country of New Hampshire." "The Adair has been a labor of love for us," said Cathy. "We had also hoped to be able to share the property with others through a small community of single-family homes we were hoping to build on-site, but unfortunately with to- day's dynamic building costs and some other factors, the dream will remain just that for now." She added, "Joel and I are looking forward to focusing more of our time as active members in the community through our ef- forts with WREN (Women's Rural Entrepreneurial Network) and others." The Adair Inn is managed by innkeeper Stacey Rachdorf. "We only have words of praise for Stacey and his staff that make the Adair Inn's guest experience second to none," said Joel. "In addition, under the direction of executive chef Steve Learned, formerly of Balsams Resort and his renowned reputation in New Hampshire culinary circles, the food and beverage and culinary offerings at Adair have reached a new and exciting level." "Stacey, Steve, and their staff work diligently each day to curate a world-class guest experience," said Cathy. "Our online ratings and public praise are a true testament to their hard work, professionalism and vision." The Adair Country Inn & Restaurant is listed by Badger Peabody and Smith Realty and will be available to be purchased as an existing business, or as one of the few remaining original, tranquil, New England estates. The list price is $2,699,000.

- St. Johnsbury (VT) Caledonian Record - Tue, Feb 14, 2023 pg. A3

February 28th

Looking at the Plasma: "We've had quite a good little blizzard up here today, Coggers, with howling wind and drifting snow. But the show must go on, as they say, including all the behind-the-scenes activity that most folks never see. For instance, we took a quick trip down to the shop earlier today to watch Liam *(Scales)* cutting components out of sheet steel for a new entrance arch at Marshfield Station, a task our plasma cutter is perfectly suited for! Some still shots *(below)* of the plasma cutter in action, from earlier today.





Brian Curnow: "Is this engine M7 under construction?" *(next page)* ***Mount Washington Cog Railway:*** "Brian - No, that's the M-2 getting it's winter overhaul. The M-7 came out of the shop in 2019, and has been in service ever since. M-8 is on the drawing board now and will be the first locomotive fabricated in the new shop." Over the next two days, the Cog unveiled the plans for the project that plasma cutter was making parts for: "Our big, beautiful, soon-to-be-new Welcome Arch! The renderings *(next page)* show the arch in place at the entrance to the property, but the final color scheme for its components is still





being discussed. The two vintage tenders are out being powder coated locally and will feature seasonal plantings. It's all gonna be YUGE and it's all gonna be COLORFUL! But the best part, in typical Cog Railway fashion, is that the entire structure, from design to engineering to fabrication to installation, is all being executed in-house. The Welcome Arch represents the capstone of a master landscaping project scheduled for completion in time for our 155th anniversary in the summer of 2024." ***Paul Forbes:*** "Yet another top quality, in house Cog accomplishment" ***Don Gimbel:*** "Knowing how and where it was fabricated really makes it special. Every Cogger who reads your posts will pass under it and repeat the story to those that don't know. And the story is what makes the Cog different, 'The in house work, Eggy, the Moose.'" ***MWCR:*** "Don - It's taken many years of hard work, investment and visionary leadership to put put the talent and infrastructure in place that make these kinds of accomplishments possible. That's the story." Cog President Wayne Presby shared the reveal on two other Facebook pages - *MWCR: We Worked There* alumni page & *Railway to the Moon* page maintained by Conrad Ekstrom. ***Wayne W. Presby:*** "I thought some of you *(on the Railway to the Moon FB page)* might be interested in seeing a copy of our proposed new entrance arch which we are in the process of fabricating in our new shop. The arch contains over a hundred custom pieces of steel which we have been cutting on the band saw and the plasma table this week. The arch will be 22' high and 44' wide. We haven't selected the final colors for the different elements yet." ***Michelle Severino:*** "Hello Wayne thats wonderful will the cars on the side be opened for walking traffic for people to go sit in??? grab photos? Maybe a Volunteer Man dressed as a Conductor and a Woman as passenger. Ok I'm dreaming here. I love the use of the truss design in it...like a trestle." ***Wayne W. Presby:*** "We used this style of beam to highlight the historical aspects of the railway. I am sure guests will be taking photos from various vantage points around the arch. We are a little concerned about folks trying to climb on it." ***Charley Kenison:*** "Probably will have to electrify it to keep idiots from climbing it!" ***Conrad Ekstrom:*** "Love it! Steaming into the future. Preservation and moving into the future will require such out of the box ideas. Neat!" ***Wayne W. Presby:*** "Conrad - Thank you for the support. I think you have done a tremendous job with this site *(Railway to the Moon)*. It is wonderful to see all the excellent historical pictures and to see the membership continue to grow." ***Ekstrom:*** "Wayne - Thank you. I have gathered material from the 4 winds sort of speak to one spot -



this page. I really like the personal interaction of the platform, the give and take and such. New things keep showing up, Kilburn stereo views, personal experiences. The page has given me and others a chance to meet folks who have been a part of the Cog Ry. It is a part of history that should and has been put out in the light. It will be very interesting to see the history you the current proprietors develop. As I like to say... Steam on!" ***Presby:*** "Conrad - I know some folks have been upset by the changes we have made, but I have always believed that you never lose your history, but if you are lucky you get to create some new history." ***Ekstrom:*** "Wayne - Change affects folks in different ways. If you have seen my pages, very past oriented. However, to preserve it and keep the past viable, one must move on to the future uncertain as it is. The future can preserve the past as we have seen in many instances. When a technology comes along that improves and preserves things, then it should be embraced with guidance and caution. Mountain climbing railways across the globe have changed and are still there, popular as ever. The Cog Ry should be the same, Being there on the mountain for parts of three centuries and headed to the fourth, says something very positive about it. I have been up to the Cog Ry numerous times. I have seen the older version and the newer version. The switches are great. I have watched the trainmen throw the old switches. WOW!. The new ones, oh yea. Safer and gives the riders a better impression of the railway. The times and public demand improvements as seen on the other mountain climbing railways. Pike's Peak has/is doing major upgrades. The Cog like them will continue to be around. Keeping steam in the mix is tricky, I am sure. My last trip up the mountain was on steam. This summer I will have to try the diesels. It is a good thing to see the Cog still a top attraction." ***Presby:*** "Conrad - In 1987, a few years after I purchased the railroad, I took a trip to Europe and visited several of the mountain climbing trains there i.e. Rigi, Gonergrat, Pilatus, Breinz Rawthorn, etc. I came back realizing that there were a lot of improvements that we needed to make, hence, the new switches, passing loop, diesels, etc. At the time I was the only owner or employee that had ever visited another mountain climbing train operation. But unlike the other operations I visited, we will never abandon steam completely. We will continue to run steam when we can. It is a little tricky in that the diesels are faster uphill and this means we have to fit steam runs between diesel runs." ***Kevin Madore***: "Wayne - The new, larger platform facilities at the summit and the associated switch have really gone a long way toward better integrating the steam trains into the regular operating plan. Having three daily trips with the "tea kettle" during the peak tourist seasons over the past several years has been just awesome!"

Tom Eyman: "I love this Wayne W. Presby and staff. What a great idea. As one who grew up around the New York, New Haven & Hartford Railroad, this structure looks so much like the towers the New Haven erected in 1907 to carry the catenary for the electrified portion of the system between Stamford and NYC and a few years later extended to New Haven. All still standing and in use *(left)* today. So a nice blend of history and modern day usage." ***Eric Chase:*** "(The Arch) should be over the tracks so the trains can go under it." ***Wayne W. Presby:*** "Eric - We are trying to improve guest's first impressions as they arrive at the base. The snow jet is being repainted and will be set on a pedestal about 100 feet up mountain of the Arch in the corner of the hikers parking lot. But to your point we are considering a plan which will expand the Marshfield Station restaurant seating area out over the tracks so the trains pass right underneath the building."



March 1st

Plans for the Old Rolling Stock: Wayne W. Presby posts to the *Railway to the Moon* page: "Some of you have inquired as to what we intend to do with the old locomotives currently parked behind the old shop. Our current plan calls for adding another 20,000 square feet to the new maintenance facility. All the old engines will be moved inside this new building and will be put on display to be used as part of a program of future shop tours. Boilers on the old locomotives are to be removed and restored to be used as backups for the #2 and the #9 as needed. We hope to begin offering shop tours in the near future. This is a picture *(above)* of the first of what is to be 30+/- murals which will be erected in the new shop. The hope is it will become a museum as much as it is a state of the art maintenance facility." ***Peter Driscoll:*** "That's beautiful that's great to hear about some of the spares and stuff that you have. I was just wondering if there was a list of where all the other retired locomotives are on display throughout New Hampshire? I know there's one at the intersection of Route 302 and Route 3, there's another locomotive that's at the bottom of the Base Road at Fabyan station. Is there



other retired early locomotives scattered anywhere else? T.I A." ***Wayne W. Presby:*** "Peter - No. The rest of the old fleet of steamers are still at the railway in storage or in service." ***Bill Willis:*** "Wayne - thank you for your transparency sir. The excellence that your team achieves is appreciated." ***Presby:*** "We do have a fantastic team of people. And now that they have a modern maintenance facility to work in what they can accomplish is astounding. We are working on some fantastic projects which we hope to have complete for the 155th Reunion Celebration which we are in the process of planning now." ***Brendan Granger:*** "Thank you Wayne, for all your efforts toward the Cog, especially to preserve the amazing history. Those retired locomotives (the 3 and the 6 are still outside I believe) will look amazing even just as display pieces at the shop. We owe a large tip of the hat to you. A somewhat related thing I just so happen to have on my mind right now, is this oddly unique 3 chime whistle (heard in this video) still hanging around the shops somewhere? It's one of two 3 chimes I know of the Cog has had in recent decades, and it makes a really cool sound, distinctive of the one currently used. Perhaps it could be put back on one of the operational locomotives sometime if it's in good enough condition." ***Mark Sodergren:*** "Brendan - the 2 has been outfitted with the 3 chime." ***Mike Harazim:*** "Maybe the Cog Railway does have plans to give extra few cog steam engines a chance for operational restoration after all as backup for currently two active ones."

March 4th

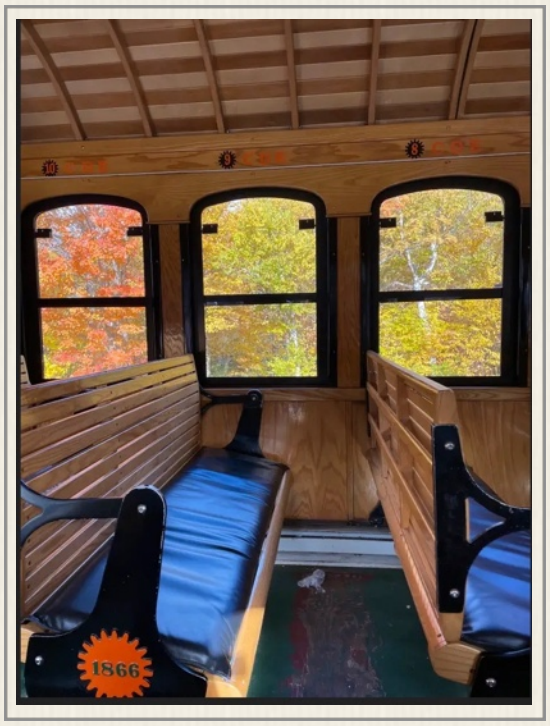
Reporting on a Fall Ride: Asia London Palomba *(right)* reports in the Travel section of Insider.com: "In October 2022, I traveled to the White Mountains region of New Hampshire with my boyfriend to take in the fall foliage and spend some time in nature. I'd stumbled across a video of the Mount Washington Cog Railway a few weeks earlier online, and after some research, decided it would make for a fun weekend excursion, especially for my first time in the area. We bought tickets for $86 each on the railway's website two weeks ahead of time because we wanted to choose our seats. I was glad we did, as the train was nearly sold out when we bought ours. We drove roughly three hours from Boston on a Saturday morning to catch one of the last summit-climbing weeks of the season. Trains only go to the top between late April and mid-October as weather conditions at the summit during other months are too dangerous, according to the railway's website. A cog railway is a rail with cogs, or a series of notches, that lock into the train's cogwheels, which also have notches, to ensure traction, according to *Merriam-Webster*. This allows the railway and its trains to work on steep climbs, like up a mountain. The Mount Washington Cog Railway first opened in 1869 as the world's first cog railway, and today is considered the world's second steepest railway, according to the website. It was originally a steam railroad until 2008, and today Mount Washington primarily operates biodiesel trains, although there are still two century-old





steam locomotives that make trips to the summit. I saw online that trains in October leave every hour of the day between 8 a.m. and 4 p.m., and each train to the summit has three, custom-built biodiesel cars, which is what we took. The summit can be accessed by foot, train, or car, and has been called home to the "world's worst weather," according to *Life*. Winter conditions include hurricane-force winds, arctic wind chills, and blankets of snow and ice. The summit also has had some of the coldest recorded temperatures on the planet. On February 4 of this year *(2023)*, the summit recorded a minus 110 degree wind chill, according to *The New York Times*. As someone who doesn't do well with the cold, I was a little worried with how my body would handle the weather. I tried to prepare by wearing as many warm layers as possible. As advised by the website, we arrived at the Marshfield Base Station about 40 minutes before our train was scheduled to leave, and parked in the parking lot.

In the base station building, there was a small museum about the railway, a gift shop, and a ticket office where I saw some visitors purchasing tickets. There were also bathrooms, an indoor food court, and outside near the train tracks, I saw a few picnic tables and two statues of train parts. It was flurrying when we first got to the station, and we heard from staff members that our train was running 30 minutes late because of icy conditions at the summit. We passed time by exploring a trail near the train tracks. After about an hour of waiting, we saw our train, covered in a fine sheet of ice, slowly making its way down the tracks to us before we boarded. It was cool watching the train travel down the mountain's side, and it made me even more excited for the ride. Once we were on the train, I noticed that the wooden seats were more like benches, and were tilted downwards to accommodate the mountain's steep grade. The seat cushion on my bench was somewhat slippery, so I found sitting at a downward angle a bit uncomfortable at the start, but it soon evened out as the train began to climb. While the trains are modernized, I was happy to see the had a historic look with simple windows and wooden benches. There were no bathrooms on board, and the guide told us there was no indoor heating as well. I was glad I was wearing several layers because the air inside was chilly. The inside of the train was made mostly of wood and the narrow aisles reminded me of grainy photos I'd seen of historic, 19th-century trains.



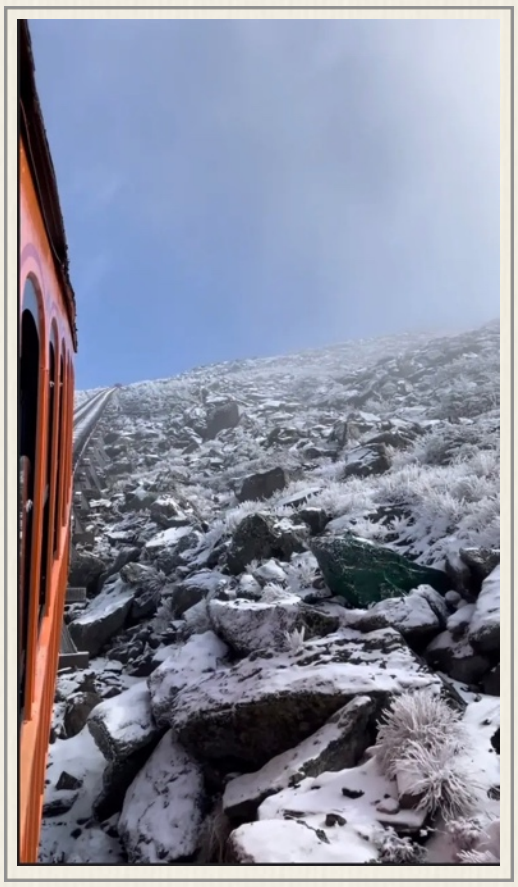
When choosing our seats on the railway's website, I noticed that each train has 14 rows that can seat 70 people total. One side has three-person benches and the other has two-person benches, which is where I sat with my boyfriend. While I found the seats to be charming in design, they were a bit of a tight fit for the two of us. There was a window in every row that we could open and look through. Despite the chill, I stuck my head out of the window for the majority of the ride. I felt a bit like a puppy, but I thought I was able to get the best views and photos this way. During the climb, the guide on board told us about the history of the region and the railway, and to expect cold weather at the summit. I learned that when the railway's founder first proposed its construction in 1858, he was ridiculed as Mount Washington was considered too steep for a train. Once it was built, the railway was the first of it's kind and revolutionary for the time, according to the website.



As a history geek, I enjoyed how thoroughly the guide explained our surroundings. I tried to imagine what it would have been like to be a passenger on the train over 100 years ago, and thought the history



lesson gave me a better understanding of how groundbreaking the railway was for 19th-century train travel in the US. The train climbs the mountain at 6 mph, according to Viator, and our trip to the top took around 45 minutes. Although the train moved slowly, the ride didn't feel long or drawn out to me. I was too busy taking in views of the mountains and valley to really notice the time. As we climbed, we also passed by a few brave hikers who were taking the roughly four-mile path on foot. Our guide told us that a hike up and down the summit takes a minimum of eight hours to complete for the average person, not including breaks. At around 4,500 feet, according to the guide who called it out, we entered a dense cloud cover and snowflakes began to fall in earnest. Thick layers of ice and snow coated the ground around the train, and it made me feel like I was inside a snow globe. I also noticed that shrubs and trees were smaller and more gnarled in appearance the higher we climbed. I later learned by reading online that this is because high winds and icy conditions are disruptive to a lot of local vegetative growth, according to the New Hampshire State Parks. The guide aboard emphasized to me and fellow riders that the train would depart back down the mountain an hour after we arrived at the summit, and not to be late. The round-trip tickets we bought only worked on that specific train, and the guide explained there would no guarantee a later train going down would have seats available if we missed it, since one-way tickets are rarely available. As we stepped off the train, the guide advised us to set a 55-minute timer on our phones to remind us to head back to the trains on time. I did, and found it to be a useful tip since I can easily lose track of time. Once we got to the top, we briefly explored the Sherman Adams Visitor Center, where we found a restaurant, cafe, and restrooms. I waited in a long line to take a photo with the Mount Washington summit sign. After I took it, I thought wasn't worth standing in the cold for nearly 20 minutes, even though it's nice to have a photo commemorating the experience. Next time, I'd use that time to walk around or grab a hot chocolate from the cafe. I was surprised to find out there was a post office on the summit inside the visitor center. It had an old fashioned letter box, several pens, and a small rack with postcards of the summit for sale that could be mailed anywhere in the world. I bought a postcard and mailed it to my younger brother in Italy, which cost me $1.50 total. It was easy to do and only took me about five minutes to choose a card, write a note, and pay for it to be sent out. My brother told me about a week later he'd received the postcard, and I thought it was fun to share a cool souvenir from the railway experience with someone halfway around the world.







I was really impressed with the views from the top of the summit. When we'd boarded the train at the base station, it was overcast and small snowflakes were falling from the sky. At the top of the mountain, however, the sky was a vivid blue. There was a thick cloud cover hovering just below the summit. I stood near the edge, and it felt like I was floating on the clouds. When they



parted in certain areas, I could see red and orange trees in the valley below. It felt surreal to me to go from a cloudy fall day to a clear, icy one in the span of an hour. The temperature at the summit was just under 27 degrees, and winds were blowing at roughly 36 mph, so it really felt like 9 degrees, according to my phone's weather app. It felt quite frigid to me, and as someone who grew up with mild winters in Rome, I'm not a fan of the cold. Even though I was bundled up with four top layers, two pairs of bottoms, three pairs of socks, and ski gloves, I was shaking by the end of the hour at the summit. Others, however, didn't seem to be affected by the cold as much as I was. I saw a man comfortably walking around wearing shorts and loafers. For the last 10 minutes of the ride up, I was itching to get out and explore. I was initially disappointed when I heard we'd only have an hour to walk around, but by the end I thought it was just the right amount of time. While the area to explore is a decent size, I found the icy wind too much to handle for longer than an hour. I saw most people sitting inside the visitor center for the majority of the time, and even though I was cold, I found the crowds to be too overwhelming to join them. By the end of the hour, I was looking forward to boarding the train back down the mountain and was satisfied with what I had seen. It was my first time in the White Mountains, and I feel that I experienced the area in one of the most unique ways possible. It was the steepest climb I'd ever been on in a train, and it was cool to experience a bit of New Hampshire history. Although the experience was pricey, I think it was worth it and would do it again. I'd recommend people wear layers when visiting the summit, regardless of the season, as conditions can change quickly. I'd also suggest packing your own water and snacks, like I did, to avoid long lines to buy refreshments at the base station or summit visitor center. Next time, I'd still want to go in October, but I think I'd take a late afternoon train instead of a mid-morning one so that I can watch the sunset. And maybe one day, I'll even try to hike up and down the summit."

- Insider.Com - Sat, Mar 4, 2023





March 6th

Waumbek Ducks in a Row: Engineer/photographer Josh Bishop posts: "Come join us at the mount Washington cog railway it"s going to be a beautiful day" with the picture at left. He apparently got all his ducks in a row so he could clamber up onto the new Marshfield Station for the image right.



March 15th

Waumbek Station Zoning Changes: The Coös Country Planning Board met on Wednesday *(3/15)* at the North Country Resource Center in Lancaster and granted a zoning permit to the Mount Washington Cog Railway. The permit approves four proposed changes at the new Waumbek Station: 1) A new lean-to for wood storage up mountain from fire pit; 2) Electricity; 3) A mobile food unit on center platform; and 4) extension of the railroad's liquor license to Waumbek. Cog lawyer Earl Duval says there are more approvals needed to com-



plete the project. “That’s just the County,” Duval told Jitney Jr. “Now (we) need appropriate licenses for Department of Health and Human Services, Liquor Commission and of course the Fire Marshal will be involved with every decision!” *- Email with Jitney Jr - Thu, Mar 16, 2023*

March 22nd



Technology Transfer: Cogger & woodworker Paul Forbes, who also helps the Maine Narrow Gauge Railroad Co. & Museum with restorations, says the Maine railroad is adopting some Cog methods for their latest project: “Combine 12 is in the shop for a major rebuild. Part of this rebuild is replacement of the siding (sheathing) which was deteriorated. This is not an original coach from Maine. It was commissioned by Edaville Railroad. After a few visits to our good friends at the Mount Washington Cog Railway, where an iconic fleet of wooden coaches is built and maintained, the decision was made to sheath combine 12 with MDO plywood. The Cog Railway has employed this product for decades with great results. As far back as the 1870s, the Cog coaches were built by the Laconia Car Co in New Hampshire. For over a century, those coaches were repaired and later newly built by Cog craftsman in the 1895-built car shop. The idea to use some of their methods is a wise one.”



- Paul Forbes Facebook post - Wed, Mar 22, 2023



Inspection or Recreation?: “All work and no play makes Cog Railway President and owner Wayne “Spyder” Presby a dull boy! That’s why the boss *(right)* grabbed his gear and hopped on the 11:30 for a quick lunch run down the hill from Waumbek Station. Warming temps are slowly starting to melt the snow cover in our neck of the woods, but the season ain’t over till it’s over, Coggers – there’s a big dump of fluffy white stuff on the way for the weekend! Thanks to Tinah *(Whitcomb)* for the shot *(left).*” ***Cort Roussel:*** “He made early train too. *(image previous page)* Was a great day to be on The



Rock Pile." ***John Whalen:*** "Is he wearing leather pants?!" ***Mount Washington Cog Railway:*** "John - they're all the rage up here!" ***Don Gimbel:*** "The Boss" sure has a great attitude. Never met the man but had the pleasure of conversing with Cog staff quite a few times and they all have that great attitude towards life and how to treat their guests." ***MWCR:*** "Don - This would be a tough gig for anybody who doesn't have a great attitude!" ***Gary Smith:*** "Did this many years ago... when you could pay to ride up half way up and ski down... was a great thing to do." ***Kathy-Rae Emmi:*** "Thata way bro... get out and ski! Let me know and I'll go with you next time." *(Ed note: If they do, it would not be the first time the Presby brother & sister took the train up to ski Mt. Washington. On May 3, 1988, the pair defied federal government rules and walked past forest rangers patrolling the Summit to ski down the cone and then down Tuckerman' Ravine.)* Cort Roussel also posted of a photo of Cogger Marc Hartford & Presby on the Waumbek Station platform *(right)*. Hartford *(at left in photo)* runs the railway's food services operation, and Presby may have combined business with his passion for skiing. The Cog is moving to quickly bring food service to Waumbek in time for summer 2023 operations. -



MWCR Facebook page - Wed, Mar 22, 2023

March 24th

Mount Washington Commission: Meeting Friday, March 24, 2023, at 10 a.m., location Bretton Woods Ski Resort Rosebrook Lodge. Members meet at the Bretton Woods Base Lodge, 99 Ski Area Road between 9:30-9:45 a.m. for the 12-minute gondola ride to Rosebrook Lodge.

Cog Clatter report: "Members of the Mount Washington Commission clambered aboard gondolas to ride to the Rosebrook Lodge *(image below)* at the Bretton Woods Ski area Friday *(3/24)* morning to wrestle with what one member said was the "gorilla in the room" – the many, and off-times secret, financial arrangements between the partners and the State of New Hampshire to support the state park at the summit of New England's highest mountain. The opening move of the "grappling" occurred in the Crystal Hills café in the two-year old, $11-point 7-million dollar facility as New Hampshire Natural Resources Commissioner Sarah Stewart distributed two pieces of paper. One outlined the nine financial agreements between her department and the group's mountaintop "partners" – the Auto Road, the Mt. Washington Observatory, the Cog Railway and the Appalachian Mountain Club. The other page – nine telecommunications leases for broadcast facilities at the state park on top of the 6,288-foot mountain, including Commission member Townsquare Media. "This is the first time we've done this in a (Mt. Washington) Commission setting," Stewart said. "We put together what we think is a starting point... a snapshot spreadsheet of agreements." Stewart said it was part of the State's new "transparency" effort… to give the Commission "situational awareness" of all the financial arrangements. For Howie Wemyss, who used to represent the Auto Road on the commission, the snapshot was barely a blink.



Wemyss said the summary of leases was "grossly simplified." State representatives replied the permits are publicly available online. The pages' main feature was listing when agreements expired and would need to be renegotiated. Commissioner Stewart said up next was the Auto Road's one-dollar a year lease for use of parking lots at the Summit. It expires on June 30th.

Financial "transparency" on Mt. Washington is being sought to quell the traditional fighting and bickering between the organizations that use their access to mountaintop to make money from tourists and visitors. The so-called "Summit Partners" have squabbled for decades… wanting to make sure no one has a "sweetheart deal" and each contributes equally. Cog Railway president Wayne Presby, whose railroad contributes according to passenger traffic, wondered "why the Appalachian Mountain Club hasn't been asked, like the other partners, to contribute to the support of the state parks and Observatory" considering the large number of hikers who come to the Summit. Brooke Brown responded his group has "a long history of partnership on multiple levels" on Mt. Washington, and "while we would love to be the organization to have membership of every hiker… we're not. We're here to collaborate in ways we can… and we do." Presby responded "I don't see the difference between us… seems fair that you guys step up and help with the operation… with $90-million dollars in your fund… seems you could step up."

Potential operating revenue for the park and its improvement is why the telecommunications leases are of interest to commission members. The snapshot passed out by Stewart shows those leases currently generate $367-thousand dollars a year towards Mt. Washington State Park operations. That number could go up as more companies are clamoring for new antenna space on the Summit. Former Parks & Recreation Director Phil Bryce, now representing the public on the commission, reminded the group of a state policy that recreational facilities not be used to primarily host telecommunications services. There's enough telecomm demand said Bryce "to hang (antennas) all around the sides of the Sherman Adams Building." And he cautioned about full disclosure, especially when it came to public safety communications leases. "It is all public," admitted Bryce, "but to get all the stuff out… I would be a little bit cautious about broadcasting that out there." Bryce's Parks & Recreation successor, Chris Thayer says tower applicants are now being told to wait until the environmental assessment of the summit, required by Mt. Washington's new 10-year Master Plan is completed. Commissioner Stewart says one-million dollars is currently in next year's state budget for that study, and will probably stay there. "The budget has a few more twist and turns," said Stewart. "We don't think we're going to have to do much emailing or phone calling" to get it adopted. In the meantime, Stewart says her agency will prepare the request for consultants to bid the job.



The weather outside seemed to provide a fitting illustration of the State's two-page financial revelation, and subsequent morning discussion. When it started clouds skirted the 3,100-foot level of the meeting. The striking view of the Ammonoosuc River valley and Presidential Range *(right)* to the east through 25-foot high wall of windows was obscured. Only the Mount Washington Hotel below at the Omni resort was visible through the vapors. When the meeting closed two hours later, the clouds had lifted enough so the west face of Mt. Washington could be seen, however the mountain range above the ridge line and the Summit remained in the clouds.

- Cog Clatter – Sat, Mar 24, 2023

MWC Meeting Minutes: "A regular meeting of the Mount Washington Commission (MWC) took place at Rosebrook Lodge, Bretton Woods Ski Resort. Chair Bergeron called the meeting to order at 10:05 a.m., with a quorum present. Attendees introduced themselves. ***Master Plan.*** Commr Stewart said that there is a $1million capital budget request for the summit assessment work that was called for in the Master Plan. There is broad legislative support for the funding request. DNCR is drafting the Scope of Work (SOW) based on comments received and the recommendations from the Master Plan. The SOW will be discussed at the next MWC meeting in May. The final SOW will become part of the Request for Qualifications proposal. ***Fees paid to the State.*** Commr Stewart provided, situational awareness, a list of DNCR agreements and telecommunications

leases at Mount Washington. When the parties have negotiated a workable draft agreement, the Commr will bring the draft before the MWC for comment. DNCR is working with the Auto Road for their use of the summit parking lots. Mr Presby asked whether DNCR is considering new telecom leases. Dir Wilson said DNCR has been approached by interested parties, but we are prioritizing the needs assessment work first. Mr Scamman was approached by telecom companies interested in installing a new tower and has referred them to DNCR. Mr Kirsch said the Master Plan is the guiding document for each project and the assessment is the first step to identify project recommendations. ***Capital Improvements.*** Mr Hummel said that there were no updates to the capital projects since the January meeting, but that the water and sewer work will start in May. The assessment will help determine the needed requirements and improvements to the sewer system. ***Park Operations.*** Mr Hummel reported that they are working on maintenance projects, including the summit info wall and renovations to the Gorham building. They are developing a brochure, an often asked for item at the info desk, that will include information about the summit and summit partners. Mr Hummel will share the draft brochure with the summit partners. Mr Duvall said that the Cog is working on a digital app for the summit and all things Mt Washington, including links to the summit partners. He also said that the Cog is considering two proposals, from Bretton Woods Telephone and NH Electric Coop, to run fiber along the trestle to the summit. He has informed Commr Stewart of this effort. The summit partners agreed that digital media is the future. ***Partner Reports. AMC.*** Mr Thayer said that Nicole Zussman, their new CEO, has started and visited all chapters throughout the region. AMC is trending toward positive occupancy. Capital projects include solar arrays at Pinkham, Camp Dodge and Zealand Huts to help achieve new zero goals. In partnership with the White Mountains Search and Rescue community, AMC staff responded to 87 incidents with a total of 650 hours service. Hut crews interacted with 36k people with 1,500 hikers changing their plans and nearly 400 unexpectedly spending the night in the huts. Trail projects include Year2 of the Franconia Loop Trails; Year1 of Ammonoosuc Ravine, Androscoggin Area Trails, Dry River nd Wilderness, Rumney Rocks, and Ethan Pond Trail; and Cardigan APT final phase. May 18-22 is the 2 annual Trails Skills College in partnership with the WMNF. ***Auto Road.*** Mr Reichert reported that winter operations had a slow start with icy conditions. They are working on a solar project at the base and will be working on the bridge that crosses the Peabody River. Winter operations are going well with the recent snowfall. ***Cog Railway.*** Mr Presby said that this is their 3rd winter season with daily operations and strong ridership to Waumbek Station. They will be replacing the the tracks between Waumbek Station and their maintenance facility. The Cog Railway is considering offering tours of their maintenance facility and a Marshfield run so that riders can choose from a variety of offerings with one-, two- and three-hour timeframes. They are working on an electric engine that would recharge on its way down by using regenerative braking technology. ***MWObs.*** Mr Bush said that the recent extreme weather event had a worldwide reach, including on BBC. July 15th is the date of their Seek the Peak event and was launched with the WMNF, AMC and Auto Road. Formal invitations will go out, but all summit partners are invited to have a table at the Après Party. They are working with the WMNF Avalanche Center on weather forecasts and safety messaging. Mr Bush thanks Parks for the shared snowcat rides to the summit. They are working with the NH Homeland Security to have a meteorologist join in statewide emergency operations. The MWObs and the AMC are planning a joint internship to work on climatology research of the region. They are seeking federal funding for equipment that would fulfill their 2022 Master Plan goals as a world-class weather research facility. They received a Tillotson Fund award to pilot field trips for Coös County schools, including travel to the summit by Cog Railway; and are looking to expand the program to include the Auto Road. Eastern Mountain Sports, a MWObs sponsor, will be reaching out to the summit partners for input on documentaries that EMS is developing that will feature the summit, its history and its people. ***Townsquare Media.*** Mr Scamman said they have had to rely on their backup antennae for broadcasting WHOM. He anticipates several weeks of spring maintenance. ***WMNF.*** Mr Ibarguen said that the AMC and Obs has already mentioned several of the collaborative projects that are occurring. They are getting ready for the season and conducting winter timber harvest operations as part of their forest management, forest health and habitat objectives. Forest Service staff are collaborating with the Nature Conservancy on educational programming. The Forest Service is also preparing for the fire season. ***Other Business:*** Mr Hummel and staff continue to collaborate with the Pike's Peak staff on a variety of focus areas, including maintenance, retail and visitor services. Mr Presby offered to provide the contact information to his European counterparts. Commr Stewart said that the NH Division of Travel and Tourism is looking to promote tourism that will occur around the solar eclipse on and around April 8, 2024. Mr Kirsch suggested modifying the agenda to include the implementation of the Master Plan and adding June and October meetings to the schedule. The potential renaming of the summit to its Native American origins will need to be tabled until addi-



tional information can be obtained about the summit's naming history, federally recognized tribes, and state and federal process for renaming the summit.

April 1st

The Light's On for April Fools: "Good Saturday morning Coggers! April is here, and you know what that means – March isn't anymore. Yay! Some of you may have heard about our plans for a new addition to the railway, located on our right-of-way just outside the summit zone and safely beyond the range of tomato-throwers and other well-wishers. Stay tuned for more details about that in the weeks and months ahead! But for now, this new sign *(above)* is teasing out just a few of the exciting amenities that will await future visitors to The Rockpile. And get this– our in-house ornithologist (he must be an ornithologist, everybody calls him "bird brain") tells us that a new species not typically seen at this elevation (Cathartes aura) has already nested quite comfortably in the sign. Can you say "biodiversity"? Sure you can! We call that a win-win!" ***David J. Hempe:*** "Thank you for the AAA plug on the sign. Loyal employee for 37 years!" ***Harold Knott:*** "You gonna leave the light on for us?" ***Jimmy Quirk:*** "Hourly rates!!" ***Hazel Dickinson Wightman:*** "But, but, I want this to be real! Forget what day it is. Could there possibly be a better place to be on a hot New England summer day?" ***Tammy Hennig:*** "Sheesh! I fell for it!" ***Laura Bachofner:*** "April fools?" ***Hennig:*** "Laura Bachofner thank you! I was like, huh?????? Then realized it when I saw your comment. Definitely April Fool's!!! Whewwww!" ***Mike Sullivan:*** "Nyet" ***Chris Hawkins:*** "Abby Austin Evankow. What? AKA "Wayne's Trailer Park" *- Mount Washington Cog Railway Facebook page - Sat, Apr 1, 2023*

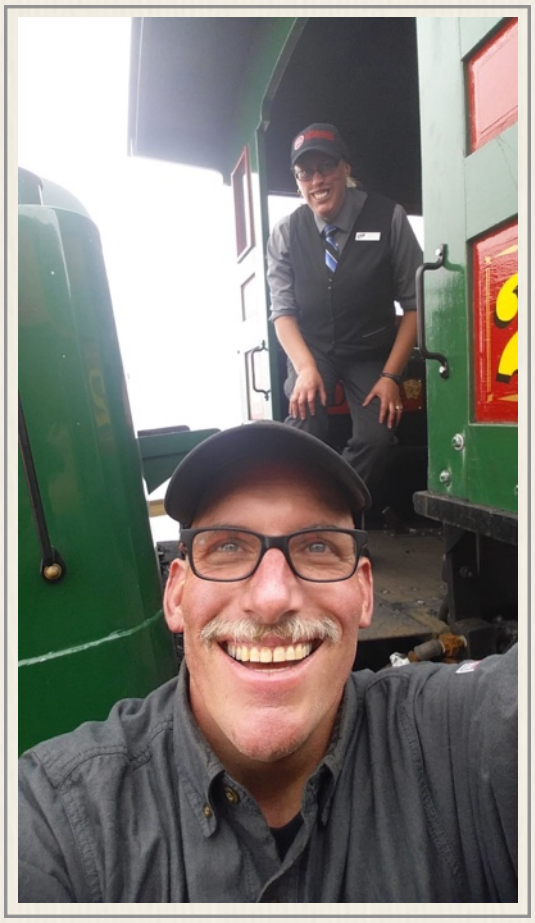


April 7th

Waumbek Station Runs Revealed: "Good Friday morning, Coggers! Winter seems to be slowly releasing its icy grip on Mount Washington, which means our focus is moving in a warm-weather direction. Along those lines, we have a plan on the horizon that we could really use your help with! Beginning this Spring, we will be supplementing our normal schedule with daily 90 minute round-trip excursions to Waumbek Station. The goal is threefold: to provide a less time-consuming option for a Cog Railway experience, to take full advantage of our beautiful new mid-mountain winter facility at 4000', and, maybe most exciting of all, to add an extra, lower cost steam trip to the daily schedule! That's right, folks– these mid-day Waumbek trips will be powered by one of our original coal-fired steam locomotives! As always, we will continue to operate early morning and late afternoon



steam trips all the way to the summit, in addition to hourly departures to 6288' with our seven biodiesel workhorses. Our newly expanded and improved Waumbek Station was enjoyed by thousands of travelers this past winter. There are more finishing touches in the works, including expanded food service at the station. With the overwhelmingly positive response to Waumbek and daily service year-round, we think we've added something pretty special to the Railway, the mountain and the region. So here's where we could use your help, and it's simple: what do you think? If you have a moment, please leave a comment here, and we'll try to answer your questions and suggestions (don't bother suggesting that we scrap the trains, rip up the tracks and plant some new trees– we're not going to do that). And stay tuned for details about a special pre-season memorial steam excursion to celebrate the life of our friend and colleague Joe "Eggy" Eggleston." ***David Huber:*** "With the 90. Minute ride to Waumbek, If you unload at Waumbek Station, it would be nice to pull Steam engine and coach up mountain to make sure photos of the valley will be clear and free of awesome coal smoke. Another idea; will there be any type of plaque honoring Eggy? Have you ever thought about a "Cog Hall of Fame"? It could be tied into those who worked there more than "X" number of years and / or made a significant contribution in sustaining or improving the Cog." ***Don Gimbel:*** "Another reason The Cog is loved. You wrote "Friend" before "Colleague" referring to Eggy. That means something !" ***MWCR:*** "Don Gimbel and we meant it. Eggy was a very special gentleman." ***Gimbel:*** "A man that will be remembered fondly. The last time I conversed with him by the fire he revealed he was from Gansevoort N.Y. which is where my daughter lives. My nieces husband was shocked to find out he knew him in school. Small world indeed." ***George Spoerl:*** "Sounds GREAT!!! Full speed ahead!" ***Nina Picinisco DeClerk:*** "Great idea. We loved our experience on the Cog."



- Mount Washington Cog Railway Facebook page - Fri, Apr 7, 2023

April 11th

Eggy's Waumbek Fundraiser: "Join us on May 10 at either 11:00 or 1:00 for a special pre-season steam excursion to Waumbek Station to celebrate the life of engineer Joseph "Eggy" Eggleston. Eggy's passion for the Railway's vintage steam locomotives and our region's magnificent mountain wilderness was evident to anyone who ever rode his train. A portion of each ticket sale will help support the vital mission of New Hampshire's Mountain Rescue Service. Round trip excursions to Waumbek Station

(4000') are roughly 90 minutes, and include a bag lunch."

- Mount Washington Cog Railway Facebook page - Tue, Apr 11, 2023

Kelly Spreads the Word: "DETAILS REGARDING PUBLIC MEMORIAL TRAINS FOR JOE ON MAY 10th: Tickets for two 90 minute steam trips part-way up the mountain to Waumbek Station will be on sale tomorrow at the link below. One will be @ 11am & the other @ 1pm. A portion of each sale will be donated to Mountain Rescue Service in Joe's memory. If you'd like tickets, I'd encourage booking soon because a public announcement has already been made. Feel free to participate in a ride, stop by and share a story/pay your respects, or simply keep us in your thoughts as you go about your day. All are very much appreciated. Joe *(below right)* & I *(up in the cab)* always took pride in a high level of professionalism while working together on the trains, but occasionally squeezed in a photo like this one *(previous page)* taken in 2019. His smile will live forever."

- Mount Washington Cog Railway: We Worked There Facebook page - Fri, Apr 7, 2023



April 16th

Seasonal Orientation: "The boys (and the girls) are back in town! It was great to see so many familiar faces at yesterday's *(4/16)* Train Crew Orientation, and even nicer to see some new ones, too. Trainmaster Andy *(Villaine)* MC'd the event, bringing our seasonal crewmembers up-to-date on what we've been up to since we saw them all last, and how the upcoming season is shaping up. (Spoiler alert– we're gonna be BUSY!) Danielle *(Boisvert-Perkins)* was on hand for HR matters, and it all took place under the watchful eye of General Manager Ryan Presby (seen here eyeing that chocolate-frosted Dunker with the sprinkles, or maybe he just needs a nap). Care to join us? We'd love to hear from you!" ***David Huber:*** "How many employees does summer operation require these days?" ***MWCR:*** "David - just north of 50 or so for summer and fall." ***W Billings Lapierre:*** "You are bringing back incredibly fond memories! I worked in the snack bar/soda fountain summer of 1967. I was 16, therefore too young to work on the trains. I came back for 2 more summers. Qualified as brake man 1968. Track crew and fireman 1969! I was known as Bill Lapierre." ***Steve Saad:*** "I wished I lived closer working at the Cog had always been my dream job." -

MWCR Facebook page - Mon, Apr 17, 2023



Andy, Danielle & Ryan (2023)
- Mt Washington Cog Rwy photo

April 17th

Chasing Rainbows: Cog engineer and aspiring lensman Josh Bishop spent late Monday afternoon chasing rainbows around the Base Station. ***Dave Moody:*** "Wow!" ***Robin Vermeersch Weiser:*** "Beautiful!!" ***Denise MK:*** "WOWZA!!!!" ***Icky Scales:*** "Was there a pot of gold on the tracks?" ***Josh Bishop:*** "Icky - I





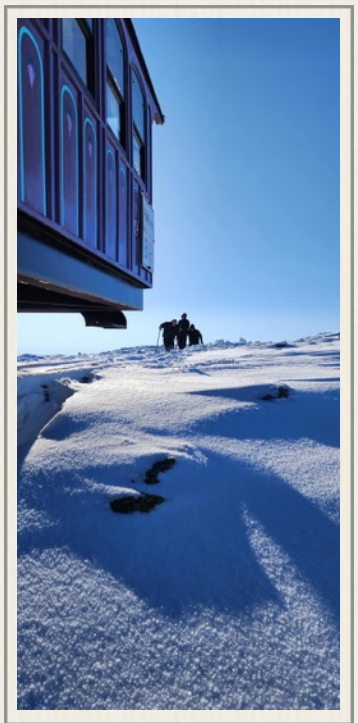


didn't see one" -
MWCR Facebook page & Josh Bishop FB page - Mon, Apr 17, 2023

April 18th

Summit Sleepover: A summit partner posted a pic on Facebook with the following description: "Mount Washington Observatory brought together several of our valued summit partners (and their families) for an overnight at our weather station last week. The spring snow wall created as the Mt. Washington Auto Road clears the Cragway section (at about 5,000 ft. in elevation) was just one of the stunning Mount Washington scenes. The Auto Road, Mount Washington Cog Railway, Mt Washington State Park, and Observatory are all preparing for a busy summit season ahead. Pictured *(above)* left to right are Ryan Presby *(Cog Railway)*, Donabeth Murray, Camden Reichert and his friend Emily, Danielle Reichert, Tobey Reichert *(Auto Road)*, Keith Garrett and Jon Powers *(Observatory)*, Axel (cousin of the Observatory's Jay Broccolo), and Drew Bush *(Observatory)*." ***Nell Daniels:*** "That is actually pretty cool and it even has a nice texture to it!!! Everyone looks very nice in this picture!!! Great 'Summit Family' !!!" ***Ken D'Ambrosio:*** "I love snow, I truly do, but even I will admit that that's a stupid amount of it. Dear Lord." ***Charlotte Matteson:*** "Thank you all for your hard work!!" Trish Russell: "Incredible pic for your archives and memories. Thanks for all you do!" ***Tom Rowan:*** "A night on The Summit with a few good friends and some suds: #Priceless" ***Stephen Foley:*** "Nimbus *(the cat)* take the photo?"





April 21st

Skyline Time: "Guess what, Coggers? It's Skyline time! Starting tomorrow April 21 at 9:00, we're running hourly trains above tree line, for the first time this year, to 5300'. Last time we were up that high with engineer John *(Steinhour)*, Brakewoman Phoebe *(Ross)*, and a bunch of passengers, it was a beautiful late October afternoon. (see Timeline entry) Tomorrow, it's going to look a little more like the picture *(left)* Assistant Trainmaster Josh Bishop sent down from the snowblower yesterday *(4/19)*, so dress warm! Skyline round trips are 90 minutes, including a brief layover on the way down at Waumbek Station. And the 2023 summit season kicks off on Saturday, April 29!!"

- MWCR Facebook page - Apr 20, 2023





Mountain Morning: *8:20 a.m., Wednesday, April 26th (2023)*
- Josh Bishop photo



Marc Hartford, Andy Villaine, David Doolan (L-R) & foreground Josh Bishop (2023)
- Josh Bishop photos this page

April 26th

Big Whoop?: "Good morning Coggers! According to our pals at the weather station up top, the summit of Mount Washington is experiencing whatever the opposite of Indian Summer is called, with several inches of Spring ice and snow accumulated over the past few days. To which we say "Big Whoop!", because we're putting Old Man Winter on notice to pack his bags, shove over and make some room up there. That's right– The World's First Mountain-Climbing Cog Railway kicks off our 154th summit season this Saturday, April 29!! Three-hour round trip excursions to the top of the highest peak in the Northeast (and the home of the World's Worst Weather) depart Marshfield Base Station hourly, beginning at 9:00. Tickets are on sale now at thecog.com. And dress warm– leave the shorts and flip flops at home!



Good afternoon, Coggers – we've got good news and better news for you, especially if you like snow! Good news first – we sent our A-Team on a recon mission yesterday *(4/26)* to give everything a last look-see before our first 2023 passenger train to the summit on Saturday. It turned into a search and destroy mission at one point, as Andy *(Villaine)*, Josh *(Bishop)*, Dave *(Doolan)*, and Marc *(Hartford)* had to grab some shovels to take out a nasty snow drift before pushing through to 6288'. What, you say? You don't like our sub-arctic tundra actually looking like one? Have you heard that our favorite Rockpile is well known for its, um, interesting weather? Well, here's the better news – we may get some more snow up there! Or we may not! There's a chance it may be a little unsettled for the next several days into early next week, but no matter what, short of a blizzard above tree line, we're going to the top!" ***Denise H Bilquin:*** "Great photos! Such a different world just a few miles down the track at the base!" ***Josh Bishop:*** "Denise - it sure is" ***Paul Forbes:*** "Make sure the spur gear path is shoveled!"

- MWCR Facebook page Wed, Apr 26 & Thu, Apr 27, 2023 / Josh Bishop FB page - Thu, Apr 27, 2023



Prior to the 1960s, the Mt. Washington Auto Road handed out "This car climbed Mt. Washington" bumper decals made out of metal.
- Boston Globe - Apr 25, 2023

April 26th

Bumper Sticker Critics: "Coggers – we were shocked – SHOCKED – to read the following headline in yesterday's *(4/25)* digital edition of the Hub Of The Universe's paper of record: *Peak cringe? Critics take aim at 'This car climbed Mount Washington' bumper stickers*. What some folks used to call "that boring broadsheet" (before the cost of newsprint shrunk it to the size of a comic book) actually had the gall to publish one of the most shameful, yellowly "journalistic" hit jobs we've ever seen, one that hits a regional icon uncomfortably close to home. Well, let it to be known far and wide that we stand in unflinching solidarity with our asphalt associates on the other side of the mountain. As a matter of fact, we're THIS CLOSE to pulling the trigger on our own force multiplier! You may soon see a new marketing message *(right)* plastering the plastic bumpers of many, many tens of thousands more Teslas and Smart-For-Twos that visit our modest little mountain-climbing marvel from south of the border. We can't imagine the pain our friends over on Route 16 must be feeling today, but we know that by marching forward, hand-in-hand, all of us who live and work on our beloved Rockpile will beat back this outrage and help salve their savage wound." www.boston.com/news/the-boston-globe/2023/04/25/this-car-climbed-mount-washington-bumper-stickers ***Laura Bachofner:*** "I wouldn't line my birdcage with the *Globe*." ***Josephine Manfre-Morey***: "Thank you haters, you just made Mt. Washington the most popular destination this year! Best marketing for Mt. Washington ever, and they didn't have to pay for it! My family drove the dirt and rock road in the early 70's, in a huge station wagon. I break out in hives thinking how close our car was to the edge. Not for the faint of heart! See you guys soon! Keep on 'Coggin'!" ***Gayle Marcinkevich Kamal:*** "After driving up Mt. Washington, I had a new found respect for that bumper sticker! Both my husband and I had to take turns driving, it was scary! Especially when the vans were coming down and they seemed like they were flying!" ***Wayne Claflin:*** "Back a few years ago we were riding up the mountain on our motorcycles and it was raining at the bottom, but icing up over the 6000 foot mark. When a strong gust of wind blew my bike and me over. There was ice in the road and they closed it down. So it can be nice at the bottom but worst at the top. Those who think it's east try it on a motorcycle or hike it. Driving a car up not bad, but coming down is not so easy if you heat up your brakes your in trouble." ***Debbie Ulrich Mardt:*** "We had one of those stickers on our car. The first time took the cog. Second time we drove ourselves. Most times after that we took the coach. I love going up. Driving ourselves was very scary but the coolest ever." ***Al Lockwood:*** "Of course those haters seem to be of the younger generation, who mostly don't seem to like much, and complain about everything. If I could post a picture of me mooning the *Globe* on here, I would" ***Heather Rose:*** "We've done both! The cog was our favorite but I feel like (if you're able) you should drive to the top at least once." ***Bill Rock:*** "I've hiked it, drove up it, rode up in the cog, rode in the snow cat, and had the chance to go down in a sled when I did a week long internship 25 years ago in Jan 1998. Due to recovering from a nasty stomach bug I caught from a hiker who stayed a night there, I wasn't up to it. One of my great regrets. Otherwise would have been 5 ways up/down The Rockpile." ***Denzil J. Ward:*** "How does one dare state it is only those with the sticker that are bad drivers in Mass? Oh, it's a comedian saying it."





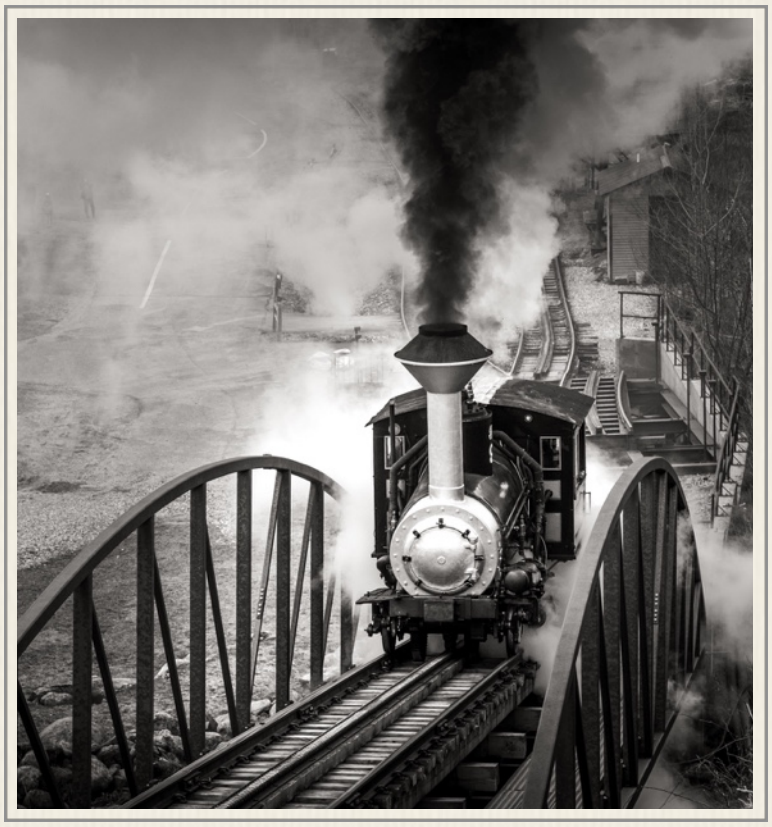
- Boston Globe graphic

- MWCR Facebook page - Wed, Apr 26, 2023

2023

April 27th

Steam Shakedown Run: "More excitement today... First steam on Mount Washington, 2023... as Ray *(Dest)* and Stephen took MW9 *(right)* up the hill a ways for a quick shakedown run, with Trainmaster Andy *(Villaine)* keeping a watchful eye from the 6-wheeler. The 2023 steam season kicks off on May 27, but there are still some seats left on two very special memorial steam trips to Waumbek on May 10 to celebrate the life of Engineer Joe "Eggy" Eggleston." ***Paul Forbes:*** "I can almost smell it! In fact I will tomorrow" ***Meg Trumbull Cowan:*** "They look like pictures from long, long ago!" ***Elizabeth Lloyd-Kimbrel:*** "So cool in b & w!" ***Art Poltrack:*** "Looks awesome!! Great job Ray and Stephen." *Sean McCarthy:* "I wish it were wheelchair accessible." ***MWCR:*** "Sean - it's difficult, because of the design of the coaches. But stay tuned..." ***Christopher Countryman:*** "It sure moves right along when it isn't pushing a train load of tourists!" MWCR: "Christopher - but what would be the point then?" ***Countryman:*** "No point. Just cool to see the amazingness of 150ish yr old technology!!"





- Mt. Washington Cog Railway Facebook page - Thu, Apr 27, 2023

May 2nd

Back to the Summit: "Good morning Coggers – we are back on the summit today, after some wild Spring weather the past few days. But the rain has subsided (mostly) and the sun is breaking through. Wayne B*(oyce)* got a shot of M1 with the pink coach reflecting nicely, standing by at Platform A for the 10:00 departure.

- Mt. Washington Cog Railway Facebook page - Tue, May 2, 2023





Double Header Steam Test: Good morning Coggers– Cookie *(Sodergren)* and Ray *(Dest)* and the crew took a quick walk around MW9 during a test run up to the Waumbek tank yesterday, as Kelly *(Rines Eggleston)* stood by the brakes in the coach. We're another step closer to steam season! And just a quick reminder



about a couple of special pre-season steam trips on May 10 to celebrate the life of our friend and colleague Jose "Eggy" Eggleston. Some seats are still available at 11:00 and 1:00 at thecog.com. And if you look closely at the back of the cab *(left)*, you'll see yet another reminder of just how truly inseparable Eggy was from these machines he loved. Thanks to Josh for the photo." *- Mt. Washington Cog Railway Facebook page - Wed, May 3, 2023*



Meanwhile the other Side of the Mountain: *WMUR-TV Story:* "Crews dealt with snowy conditions Tuesday *(5/2)* on Mount Washington as they worked to make repairs after portions of the road were washed out. Runoff from recent rain and melting snow led to massive holes along the upper six miles of the Mount Washington Auto Road. More than 3 inches of rain fell Sunday into Monday. During the early part of spring, crews worked to remove large amounts of snow, and now they're re-sealing and securing parts of the road that were damaged. "We were reminded yesterday about how powerful mother nature is," Meghan Moody Schwartz, of the Mount Washington Auto Road, said. "Between the heavy rain and snow melt, we experienced some damage at the top of the auto road." Officials said about 2 inches of snow accumulated along the road by the early Tuesday afternoon, hindering cleanup and repair efforts. "Weather permitting, we're only anticipating a couple of weeks, which keeps us on track for opening on May 13 for the weekends (to) drive yourself," Moody Schwartz said. About 3 to 6 inches of snow may be possible on the summit through late week. The crew is ready to clear again, if needed, with the start of the season a week-and-a-half away. "We're really excited for this season," Moody Schwartz said. "Driving up the auto road yourself or taking a guided tour really allows you to view the mountain and presidential range in a unique way."



May 3rd

Happy Birthday Husband: *Kelly Rines Eggleston:* "Happy Birthday, Sweetheart. Today we get one final ride together & for once we'll both be in the coach. From there on out just enjoy the view & watch over us"





Colleagues of Eggy Remember: "Family, friends and colleagues filled two steam trains this rainy Wednesday morning for a private memorial trip to Long Trestle to celebrate the life of engineer Joe "Eggy" Eggleston. In order to keep everything organized and on schedule, Train Master Andy Villaine *(left)* briefed the crews on the movements of the regular 11:00 diesel followed by the two slower steamers." ***Jitney Jr:*** "Please know that the "Jitneys" of the Teague era were riding with our extended Mountain family on that double-header for Joe today. Those of us still on this side of the "Great Gulf" riding in our hearts & minds - others, I like to think, in actual spirit. Tomorrow will mark the sixth anniversary of Jitney's passing. I'm sure he & Eggy are busy swapping tales of the machines, the mountain and the characters of the Cog with Mrs. Jitney making brownies and raisin sugar cookies at the cabin's gas stove to feed the crew arriving by the beam of the B&M headlight shining towards the Shop." ***Lw Barrett:*** "Tim, well said." ***Morris Root:*** "Good words, Tim. Perhaps you could add "coupled with the aroma of duplicator fluid as the next edition of *'The Cog Clatter'* came off the press."

- Mt. Washington Cog Railway Facebook page - Wed, May 3, 2023



Processing the Images: MWCR: "Photographers struggle with the challenge of knowing or feeling something about what they record with their cameras, and then how to communicate that understanding, in two dimensions, to a casual viewer. The greatest pictures are the ones that are complete within the four corners of the frame, that simply tell a story needing little or no further explanation. This *(above)* is hardly a great picture, and it does require some explanation, but it is indeed complete within the frame. Because standing at the loading platforms on a raw, wet morning yesterday *(5/3)*, we were struck by a scene that was ripe with meaning.

Most obvious is the miserable weather, just a mild example of the difficult conditions in which so much hard work is accomplished. There's a genuine camaraderie and good humor between the men and women who perform that work, day after day, year after year, without complaint (actually, there's plenty of complaining, but we're trying to keep this post uplifting and inspiring). Then there are the machines themselves– a pair of ancient steam engines, both over a century old, all fired up hissing and smoking in the rain. Artifacts of another era, they represent the original spirit of innovation and fortitude that built this railway. Rarely do both steam engines run on the line at the same time, but as you'll see, yesterday was special. Idling at the head of the line *(right)* is M1, the first of seven (and counting) custom-built diesel locomotives. Arguably, these are the modern workhorses that saved the railway from its inevitable decline – they're icons of the present, leading the way up the mountain and into the future.



"Two steam locomotives and their coaches sit waiting waiting to carry passengers up the hill. In the foreground, Locomotive #2 "Ammonoosuc" is handling the B-section (Engineer Mark "Cookie" Sodergren, Fireman Art Poltrack, Brakeman Tommy Rohm). In the distance is Locomotive #9 "Waumbek", which handled the A-section (Engineer Ray Dest, Fireman Paul Forbes, Brakeman Andy Villaine)"
- Photo & Cutline by Kevin Madore

Finally, there are the brightly colored passenger coaches, each one painstakingly built by hand, by us, by a small handful of insanely talented craftspeople. The pink coach ahead of M1 filled with excited sightseers is our newest. It was the last one completed under the guidance of master carpenter Rob Maclay, a gentleman who passed away last year after spending his entire working life at the Cog Railway. But the whole point of this unusual early-season lineup of equipment and personnel are the folks seated in the other two coaches. They're the family, friends, and colleagues of another lifelong Cogger, engineer Joe "Eggy" Eggleston. He was taken from us suddenly last year, far too soon, and his absence has been felt by all of us. The people closest to him, two full trainloads of them, joined his wife and brakeman Kelly for one last ride with Joe, powered by his favorite locomotive. And the entire Cog Railway family pitched in to make it happen. Our story is all there within the corners of a single imperfect frame, maybe not evident to everyone, but definitely to us, and hopefully to all of you." ***Paul Forbes****:* "Wow" ***Kate Oswald:*** "Well said Randall *(Armor)*! Wish I could have been there." ***Bill Fothergill:*** "A great tribute to a great man. I always liked walking over by the servicing area and speaking with Joe. As others above have said, once you met him, you knew what kind of a gentle man he was and that caring for the remaining steam at the Cog was his passion and love. RIP Eggy, our visits to the Cog will never be the same. You guys are a CLASS ACT, you are doing great things to keep the Cog alive." ***Joan Kelly*** *(posted the photo of the cloud shrouded mountain with the comment)*: "Truly, the stairway to Heaven." ***Mary Sequeira***: "What a beautiful story thanks for sharing for the ones who passed away May God Rest their Souls In Peace." ***Emma White Westcott:*** "Beautiful translation, all perfectly true!" ***Jonathan Hall:*** "I'll never forget going light on Jacobs Ladder, when braking the coach on #9

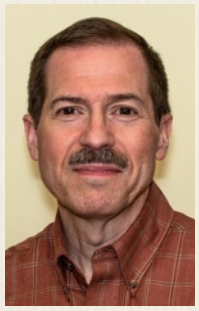


with Ray and Eggy, nor will I ever forget Eggy's smile when he blew the steam whistle. There's no other sound like it on this earth... ...and my heart goes out to Kelly." ***Lani Dake:*** "This is family. Whether by blood or by choice, you are all family. Thank you for all of your love and support on by far one of the most difficult days ever. Rest easy my brother." ***Susan Eggleston:*** "Thank you, thank you, thank you to everyone who was part of our son's final trip up the mountain. Your love and support helped us get through a very difficult day." ***Krissy Newton:*** "Susan Eggleston thank you for raising such a kind, genuine, and pure of heart man like Joe I feel blessed to have been able to call him a friend."

- Mt. Washington Cog Railway - Thu, May 4, 2023



"With the A-section still visible up ahead, our B-section train is about to cross the S-curve trestle at Jacob's Ladder... the steepest section on the entire railroad at 37.5% grade. Jacob's Ladder is the only steel trestle on the line and has steel guy wires, as it sits completely exposed to westerly winds, which can reach well over 100 mph in strong storms. We are almost above tree-line here."
- Photo & Cutline by Kevin Madore



Photographer Kevin Madore Records & Reflects on Eggy's Last Run: "Fans of New Hampshire's Mt. Washington Cog Railway are likely aware that Joseph "Eggy" Eggleston, a long-time Steam Locomotive Engineer, lost his life in a tragic hiking accident in the White Mountains last December. Joe was one of the most well-known and beloved faces of the Cog Railway and was a good friend to fans like me as well as a great ambassador for the railroad. He always had a big, broad, smile on his face and was as nice a person as you could ever want to meet. Yesterday *(5/3)*, on what would have been his 54th birthday, his wife Kelly brought his ashes to their final resting place, way up on Long Trestle, which is probably the most spectacular location on the Cog Railway. A longtime "Cogger" herself, Kelly did so on one of two, steam-powered trains that allowed family, friends and colleagues to accompany Eggy on his final run up the hill. In a wind-driven snowstorm, and with one, long whistle from both engine crews, Eggy joined a number of past colleagues who have chosen to have their earthly remains be forever interred on the mountain. I'd like to thank Kelly Rines Eggleston for inviting me to come along on Joe's last trip, and also the fine folks from the Mt. Washington Cog Railway, for giving Joe such a nice send-off. I've attached a few photos from the trip yesterday. Details are in the captions of each photo."



"One, long, whistle for Eggy. Locomotive #9 and the A-section pause on Long Trestle, the site where Eggy's ashes were scattered. This trestle is on a roughly 30% grade. Note the guy wires in the foreground. The winds up here can gust to well in excess of 100 mph during storms. The location is completely exposed to the westerly winds. To the left, and out of view, is a 1,900 foot drop into Burt's Ravine." Cogger Icky Scales said: "It was a sound seldom heard any more on the mountain and this man who touched many souls had a proper send off."
- Photo & Cutline by Kevin Madore



"B-section train passengers watch brakeman Tommy Rohm bring their coach down the hill providing just the right amount of push to No. 2 Ammonoosuc for a smooth ride."
- Photo by Erika "Icky" Scales



"Here's a picture (above) of "Eggy" from back in 2020. It didn't matter what he was doing, he always seemed to be having a good time. That "Cheshire Cat" grin is how I will always remember him."
- Photo & Cutline by Kevin Madore



Helping Others Get to Work: Mt. Washington Observatory post: "Partnership on Mount Washington at work! Thanks to the Mount Washington Cog Railway, Mount

Washington Observatory weather observers *(previous page - bottom left)* rode to the summit by train this morning for weekly shift change. They had to push through the 11.5 inches of snow that fell yesterday (and is still falling). New Hampshire State Parks staff helped coordinate the trip and joined for their shift change. The Mt. Washington Auto Road is working hard to repair some damage caused about 6 miles up by flash rain/snow on May 1. They expect to have the road ready for our standard shift change ops next week. We appreciate all of our summit partners for helping us overcome the extremes of Mount Washington!" ***Cog Trainmaster Andy Villaine:*** "Today was a day. Rest among the mountains, Eggy."

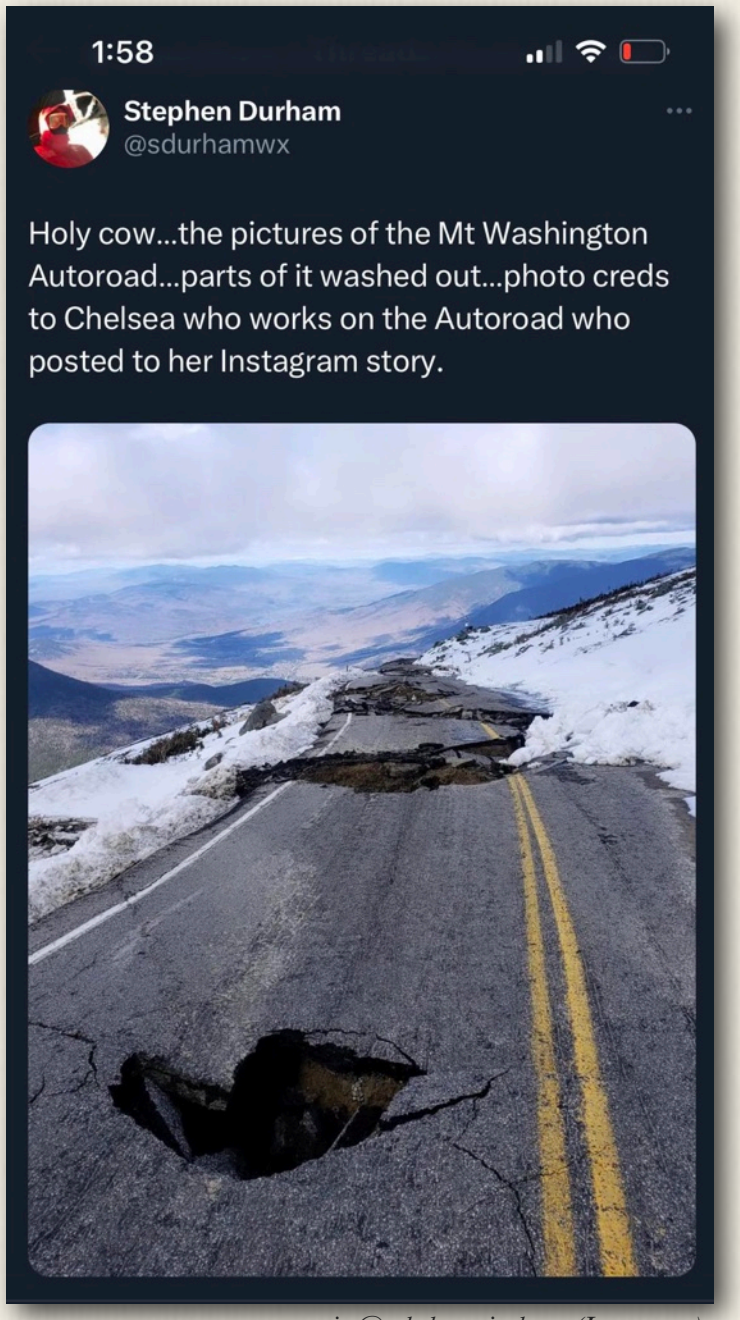
May 4th

Spring has Sprung?: "You know what they say, Coggers– "April showers bring May...blizzards?" Well, at least that's what they say up at the summit of Mount Washington. The buds may be blooming and the birds may be chirping where you are, but up at the top of New England there's a foot and a half of heavy wet snow, with more on the horizon today. Because of that, it's not yet a friendly environment at 6288' for sightseers, so our trains will once again stop at Skyline (5300') today. Cheer up though– things are moving in the right direction as we head into the weekend!"

- MWCR - Thu, May 4, 2033

May 5th

Cleaning up a Long Driveway: Engineer Josh Bishop posted a series of photos on his Facebook page simply entitled "Today's adventure to the summit of Mount Washington." Trainmaster Andy Villaine rode along with Bishop's snowblower diesel locomotive *(below)*. His photos were posted un-



source is @ chelseap.jackson (Instagram)





der a heading called: "You want me to keep goin' to da summit or what?" ***Patrick Murphy:*** "It's May!" ***Mt. Washington Observatory:*** "Deep drifts on the summit today! While we knew there was a lot of snow out there, it was impressive to see just how much! The snow tractor *(right)* operated by the NH State Parks is seen busting through the over 6' deep drift *(next page)* that had accumulated on the summit. While conditions are looking favorable for the weekend, it is still winter in the mountains." ***Christa Rousseau:*** "Soooo is the summit open for the season yet?" ***Andy X Vanguard:*** 'Christa - totally!" ***Rousseau:*** "Andy - perfect! I'll hop on the train with my flip flops and shorts." ***Andy:*** "Nice! Make sure to hike down the "cog trail" for the full experience" ***Christa:*** "Andy - yes! I'll be sure to do that with no water, or food and my phone will be at 5% battery since I've called for help so many times." ***Bruce Dupont:*** "We live at the foot of Mount Washington and it's beautiful to see from the valley as long as it











(the snow) stays up there."

- Josh Bishop Facebook page & Mt. Washington Observatory page - Fri, May 5, 2023

May 7th

Eggy's Friends Continue to Process the Loss: John F. Kurdzionak posts on the *We Worked There* page:: "After our visit to the Cog the other day *(5/3)*, I took our daughter (Allia, 12) on a tour of the Boarding House. I showed her my rooms *(3rd floor, 1992. And 2nd floor, 1993 & 1994)* as well as what remains of the bathrooms, the former laundry room, the 2 former "common rooms" on the first floor (one's now an apartment [not Rob's.....the other one], and the other common room [in front] is still open but is having, or had, some remodeling done). I told her about the front porch and the countless philosophical discussions had there, nights playing pool, getting takeout pizza from the Grand View hotel in Twin, listening to music, etc. One of my first nights there *(1992)*, we were all in the rear common room (now that 2nd apartment), playing pool. I remember vividly, that while Pat Hurley (RIP) was lining up for (and taking) a shot, the song "Damn, I Wish I Was Your Lover" by Sophie B.





Hawkins was on the radio. Every time I hear it now, I think of Pat. I told Allia what "Boarding House" stories there were to tell that either were, or that could be converted to, a G-rating. One is, that I had a bat live with me in 1992 on the 3rd floor; another is, that some of the scariest moments I've ever had, were when I was alone in the house at night, when everyone else happened to be off Base. I never saw a ghost but I definitely "heard things" that "weren't quite right," in that house when I was alone. She explored a little on her own, and this gave me a few minutes of "alone time."

I went into Eggy's first-year room *(1993; 2nd floor)* and just stood there a few moments to feel his presence. He and I roomed across the hall from each other that year *(1993)*, and we had countless chats about all manner of everything back then, in his room and mine, or on the porch. He used to smoke "Backwoods" cigars and gave me one one night, and we smoked them together, while talking about (no kidding), how Ulysses S. Grant (former President of the USA, and Cog passenger) had died from his cigar habit... throat cancer. I had not known that. I've never forgotten that yes indeed, it was Eggy, who taught me that President Grant died of throat cancer. I can still remember him puffing that "Backwoods" cigar, pointing to his cigar and then to his throat, and saying: "Ulysses S. Grant smoked too many of these God-damned things, and he died of throat cancer!" Standing in his former room brought with it a big rush of memories and emotions. I was only in there 5 minutes and it felt like an hour. After that, Allia and I stopped down to the car shop, and as we walked in, I told her, "there used to be a picture of Jenny Jones on the wall in 1993.....let's see if it's still here!" And, upon checking, yes it was. Jenny is still there. This, for me, made it 1993 all over again. We met JimBob, and talked with him for a minute. I didn't see the "WMTK" radio station poster on the car shop wall, but, it might still be there. Peter Steady used to call me "MTK" (like the radio station) at mealtime, because he said I was (just before mealtime) an "empty K."

We checked out the dead engines out back, and the improvements to the transfer table. Not knowing the ladies' room situation in the new shop, I took Allia back up to Marshfield for that... and then we grabbed a few items in the gift shop before heading home. On our next visit, will be visits to the old shop and the new shop. This is all a long way of saying that on our visit last week, I felt like I was home again. In my Cog logs (daily Cog diary) from the 1990s, I have found many references to Eggy, and I MAY have even recorded what went on at the Cog on his first day of work *(1993)*. I'll check. He was my passenger in 1992 and in 1993 he showed up to work. I remembered him at once. (If memory serves correctly, he was up with a friend on my 1992 train, and the other fellow was deaf, too). I DID find, and will post, my entry from Paul Forbes' first day of work. It was 1997 and he fired for me that day. More later. Thanks for listening." ***Susan Eggleston:*** "Thanks for sharing, we are loving posts about our son Eggy!" ***Kelly Rines Eggleston:*** "Glad you could make it Wed. Thanks for finding me & chatting for a few. Awesome to hear you wrote these events down as they happened too!" ***Jon Sykes:*** "The memories we have there are priceless and one of a kind my friend. I have seen the ghost on the third floor, and again at the sink in the old engine shop. Shit is real" ***Tammi Dube:*** "Great stories!" ***John F. Kurdzionak:*** "Tammi - thank you. Sometime I'll tell the "hitting of the moose" story."

- Mt. Washington Cog Railway: We Worked There FB page - Sun, May 7, 2023

May 10th



Friends of Eggy Remember: Lynda Martin posted a shot *(right)* of classic examples of antique technology on *Mt. Washington Cog Railway: We Worked There* page: "2 century old workhorses out today great tribute today for eggy loved our ride!" Paul Forbes posted shots *(next page)* of No. 9 *Waumbek* at its namesake station on his Facebook page: "We ran two steam specials today in honor of our dear friend and fellow Cogger, Eggy. The day was beautiful and we talked and remembered him." And Chuck Killian put a stylized photo *(next page)* from inside the car carrying friends of Eggy up Cold Spring Hill on *The Railway to the Moon* page: "Headed for the moon!"

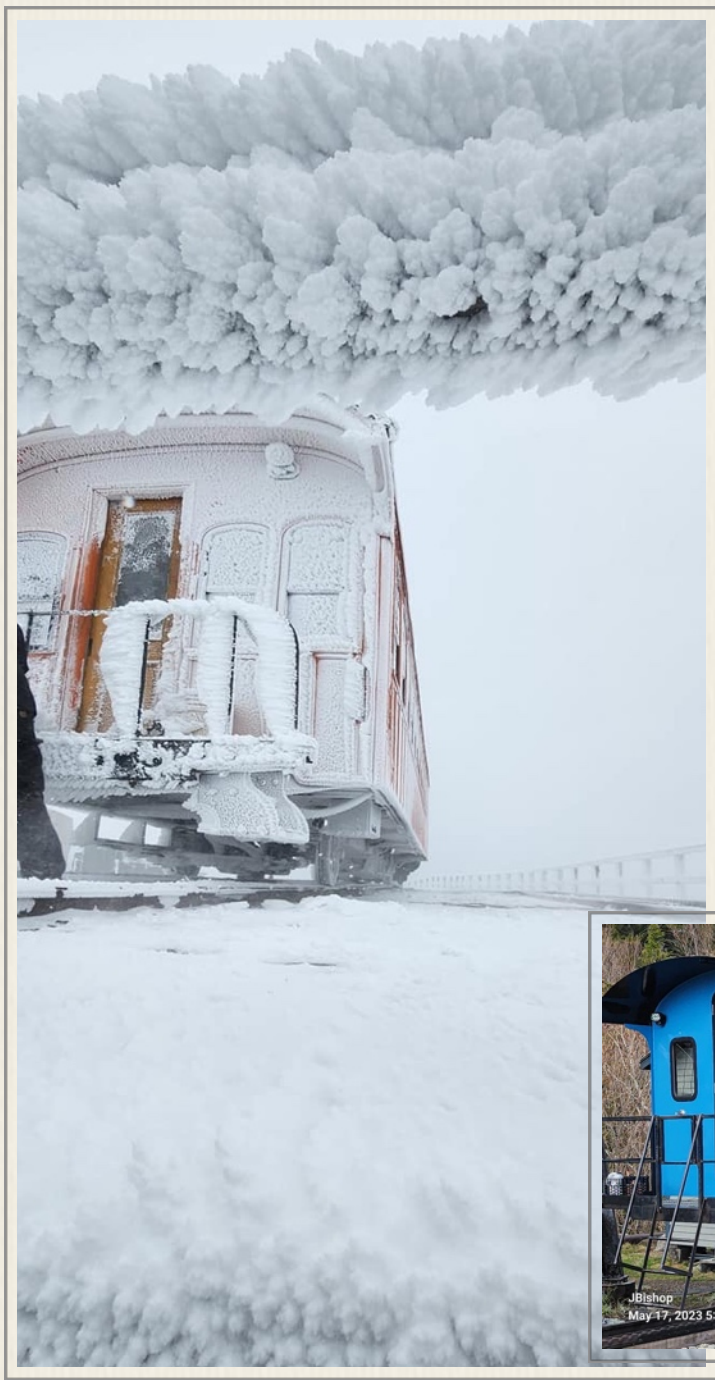


May 17th

A ROW "Taking?": The Coös County Planning Board was scheduled to meet on Wednesday, May 17. The Mount Washington Cog Railway conceptual hearing to discuss amending the Zoning Ordinance. *****Disappeared off Calendar***** In part, this is what lawyer Earl Duval sent to the board's consultant, Tara Bamford. "As you know, there is a specific Resort District carved out for the historic Balsams Resort and surrounding recreation areas. The Railway would like to carve out a special Railway Corridor District for the historic Mount Washington Railway Company. As you know, we were granted a Charter for the Railway in 1858 that allowed the Railway to layout its Rail Corridor (6 Rods/99'). As you know, the Ordinance that was later enacted has created a "taking" of more than half of our Railway Corridor - the 25' side setback." Consultant Tara Bamford proposed a Plan B of adopting an existing specialized set back found at Loon Mountain of just five feet.

- Email to Jitney - Mon, Apr 10, 2023 / Conversation of Mon, May 8, 2023





A Cold Day in May: Mt. Washington Observatory - "The calendar might read mid-May but the White Mountains will feel more like late March Weds into Thurs morning. And similar to late March, all summit facilities remain closed for the season over this forecast period." Cog engineer Josh Bishop makes a late afternoon run to bring a passenger coach parked at the Summit for shelter down off the mountain so it could be thawed out after a spring day that saw snow flurries in the valleys across northern New Hampshire and Vermont. He posted a series of pictures *(left & below)* on Facebook. Brakewoman Kate Oswald: "Yeah that's why I didn't visit for a practice run up today…" Josh Bishop: "Kate - it was pretty brutal"

- Facebook.com - Wed, May 17, 2023



May 19th

Mount Washington Commission: Meeting Friday, May 19, 2023, at 10 a.m., Franconia Notch State Park Headquarters. ***Cog Clatter report:*** "The Mount Washington Commission refined its goals Friday *(5/19)* of an environmental assessment called for in the new Master Plan for the summit. The editing came as the New Hampshire Legislature moved closer to approving $1-million dollars in the state budget for the study. The Commission wants to make sure assessment of Mount Washington's current environmental conditions and the structures atop the 6,288-foot peak is a priority for contractors bidding the job later this year. Members do not want to spend money on recreating visitor data already being collected by those hosting and providing transportation to the Mt. Washington State Park – a 60-acre circle around the top of New England' highest mountain. However, the number of hikers who walk up to the park each season through the White Mountain National Forest remains an educated guess, and the Commission would like to develop better numbers. People have been hiking to the top since 1642 when Darby Field convinced two Native Americans to reluctantly guide him to the top. Native people believed the mountain they called *Agiocochook* was home to the Great Spirit and should not be visited. People of European descent have since used horses, stagecoaches, steam trains, cars and eventually diesel locomotives to visit the Summit without walking. The environmental assessment and visitor numbers will help guide future Commission and State decisions about development and operations at the park.



Mt. Washington Commission members discuss their priorities for the environmental assessment of the Summit. (2023)
- Photo by Jitney Jr.

The Commission was also asked to weigh-in on a request to rename Mount Washington at their meeting Friday in the Franconia Notch State Park headquarters. The U.S. Geological Service has received a petition to have the Mt. Washington label take secondary naming status to the Native American moniker of *Agiocochook* – the mountain's current secondary name. Those making the request think George Washington's connection to slavery and removal of Native Americans from their land is a good reason for the change. The New Hampshire Commission on Native American Affairs supports the effort. However, the re-naming is receiving "a pretty negative reaction" from those who have based their business on the mountain's iconic status and the tourists it draws. While individual members of the panel may submit their comments to the USGS, the Commission will consider its official position on the name change at its June 23rd meeting at the Highland Center in Crawford Notch. Some quickly noted that changing the name could spark confusion about location during search and rescue operations for injured or lost hikers.



The Commission will also consider a request from Don Hardy of Kennebunk, Maine to move a stone monument to Lizzie Bourne who died in a storm while hiking to the summit on September 13, 1855. Her grief-stricken father had the monument carved to be placed at the site of her death just yards short of her goal, but Hardy says the financial failure of the first carriage road company kept the stone *(left)* near the family graves in Maine. Hardy says he would like to finally fulfill Lizzie Bourne's father' dream. Hardy thinks having that monument on Mt. Washington would be an educational tool that could help prevent future tragedies."

- Cog Clatter - Sat, May 20, 2023

Mount Washington Commission: *Master Plan.* The members discussed the draft Statement Of Work (SOW) submitted by DNCR and by Mr Kirsch. DNCR architect Tom Mansfield explained the consultant selection process: the SOW would provide enough flexibility for consultants to build a team, the State would interview and rank the teams, then negotiate the fees with the

top-ranked team and; if agreement is not reached, DNCR will negotiate with the next highest ranked team of consultants. Mr Kirsch offered his SOW as a supplement to the DNCR SOW. The members agreed that the environmental portion of the assessment should have more emphasis; and that the history component could largely be done by the summit partners. Members discussed at length the methodology and need to determine the number of hikers using the summit facilities. Mr Hummel will provide the MWC with visitor counts taken at the Sherman Adams Building (SAB). The Cog and Auto Road can also provide their raw data to the consultants. Mr Wemyss said that UNH is a good resource for conducting a visitor survey and how visitor reach the summit. All agreed that the SOW should have clear project goals. The tasks from Mr Kirsch's SOW can serve as the scope of activities for completing the environmental and building assessments. Mr Ibarguen said that they use assessments to establish baseline conditions, provide sideboards for development, and make recommendations for restoration. Mr Bergeron asked that the SOW be reprioritized to emphasize the environmental component. Mr Bryce said that the building assessments are also important for providing the basis for future capital budget requests. Dir Wilson reported that Commr Stewart was unable to attend today's meeting because she is meeting with Senate Finance about DNCR's budget requests. He said that the summit assessment request of $1M is still in the capital budget. *Fees paid to the State.* Dir Wilson said that the list of leases held by the State was provided to the Commission at the last meeting. The State also issues Special Use Permits for events that occur on the summit: 12 permits have been requested to date that include events held by the Cog Railway and Auto Road. *Capital Improvements / Park Ops*. Mr Hummel reported that he met with the contractor working on the wastewater treatment and water system project; and that work will start the week of June 5th or 12th. DNCR will keep summit partners and visitors informed of potential project impacts. The job opening for a wastewater treatment operator closes today. Mr Hummel is working on his FY2024 budget. He plans to open for the season on May 26th. Weather has been a challenge with heavy rains washing out a portion of the Auto Road. He thanked the Cog Railway for transporting staff during a shift change. The Tip Top House needs major electrical work and will not be open this season. DNCR is rehabilitating the Gorham facility that be used by the Great North Woods supervisor and Mt Washington staff. *Partner Reports. Cog Railway.* Mr Presby said that track replacement work is ongoing. They are working on a master plan for the base and will install an entryway arch. They will offer coach rides to Waumbek Station and tours of their maintenance shop. The Cog has contracted with the UNH IT Dept to develop an app for "All Things Mount Washington" that will include the summit partners. A beta release of the app is scheduled for the fall. Bretton Woods Telephone is working on broadband services and has contacted DNCR. *MWObs.* Mr Bush said that they will open the summit museum on May 26th. They are partnering with the Cog to provide six school field trips to the summit. They are hiring staff and interns, including an intern for their diversity program. The MWObs is collaborating with the Forest Service and the Mount Washington Avalanche Center on a Northern Borders grant that will fund improved winter weather forecasting research in support of the WMNF Avalanche Program and SkiNH. He thanked many local businesses, including summit partners, who were key supporters of that grant application. Mr. Bush expressed thanks for the Auto Road's support through a new sponsorship agreement. Seek the Peak is scheduled for July 15th, and it is the MWObs biggest fundraising event. The summit partners were invited to the after-party celebration



May 25th

Memorial Day Memo: "Memorial Day is nearly here, Coggers! While we'll never forget the ultimate sacrifices that define the true purpose of the holiday, we also can't forget that we're in the tourism business. Memorial Day weekend marks the opening of the Mount Washington State Park summit facilities, and the beginning of another busy season for our modest little mountain-climbing cog railway. And this year we have something new: the Mid-Mountain Steam Special! By popular request, we've added a third steam train to the schedule going up to Waumbek Station (4000'). The first one leaves at noon this weekend, then on Satur-

days and Sundays only until daily service begins on June 19. Also by popular request, it's a shorter and less expensive 90-minute round trip. While these Specials DO NOT go to the summit, they DO provide another opportunity to experience one of our original steam locomotives, and to make it up and down PDQ and for less loot to boot! And as always, you can still ride steam all the way to the summit– first and last departures of the day always include a steam run!" *- Mt. Washington Cog Railway FB - Fri, May 25, 2023*



May 29th

Memorial Day Family Reunion: "We had a family reunion of sorts up at the summit yesterday! *(5/30)* Our reasonable facsimile of the Railway's founder, Sylvester Marsh *(Wayne Boyce)*, was reintroduced to his very real great-grandson, retired Boston architect and Smith College professor Richard Joslin *(left)*. Dick took one look at Sy and said "funny, I don't recall ever seeing a photo of my great-grandfather wearing an Abe Lincoln hat", which prompted Sy to launch into a dissertation on the history and period popularity of his high-rise haberdashery. Headwear aside, Mr. Goslin thoroughly enjoyed his ride to the top on MW9, and shared many fascinating anecdotes about his great-grandfather's efforts to build a railway on Mount Washington. If our early history is of interest to you, Dick literally wrote the book on the subject, and it's available in our online gift shop"

- Mt. Washington Cog Railway FB - Tue, May 30, 2023

June 20th

Daily Steam to Waumbek: "Good afternoon Coggers! In case you're wondering, that bright shiny thing up in the sky today is called "the sun", and it's something we haven't seen much of recently up here in our soggy neck of the woods. Also in case you're wondering... YES! Our brand new Mid-mountain Steam Special is now running DAILY to Waumbek Station (4000'). While these 90-minute round trip excursions do not go to the summit, they do include a bag lunch and are a much-requested new opportunity to experience old-school railroading, powered by one of our vintage coal-fired steamers. And they cost less and are half as long as our normal 3 hour summit trips. Of course, first and last summit trains of the day are still steam trips, with hourly diesel service in between."

- Mt. Washington Cog Railway FB page - Tue, Jun 20, 2023



June 21st:

Coös County Planning Board: "AGENDA: Applications: a. Mount Washington Railway Company: Discussion regarding the process to propose an amendment to the Zoning Ordinance regarding minimum setbacks. MINUTES: "Earl Duval representing the railroad opened the conversation by stating he would like a rule change for minimum setbacks for property abutting the National Forest from 25' to 5'. He stated that there is a precedence, the Town of Waterville Valley has the 5' setback rule on property abutting the National Forest there. Ear Duval stated that he has spoken to the US Forest Service and notified them of this meeting, hoping they would attend. Mike Waddell stated he supports the rule change and thought it may be a good idea for other places in the unincorporated towns for property that abuts conservation land that will never be developed. Ear Duval stated the Cog needs more room at the summit than is now available. He is hoping to have sleeper

and dining cars in the future. He questioned what the procedures are to make an amendment and how does the Board create an amendment. The Board requested that Linda Harris add this item to the July agenda under old business for more discussion. The Board needs to decide if they want to make a policy concerning certain setbacks."

June 23rd

Mount Washington Commission: Paul Tracy reporting: "Changing the name of Mount Washington to its Native American name, Agiocochook, got a "no comment" from the Mount Washington Commission on Friday. The idea will not be addressed by the body until it does its homework, but several members said they would be recusing themselves from a vote. The meeting, held in the shadow of the 6,288-foot peak at the AMC Highland Center Friday, was the second public discussion of the concept, proposed by Easton resident Kris Pastoriza who argues the current name is inappropriate because President George Washington had ties to slavery. Pastoriza's formal request to the U.S. Board on Geographic Names Committee is being reviewed by various state and federal departments which deal with the mountain, including the Mount Washington Advisory Committee which by statute since 1961 governs the summit operations on Mount Washington. At the May 19 meeting, there were initial concerns expressed by members, according to its minutes. Also expected to offer comments to the federal Board on Geographic Names are the New Hampshire Fish and Game, the state Department of Safety, the Department of Business and Economic Affairs, and the U.S. Forest Service, among others. At Friday's meeting, Chairman Ed Bergeron asked who was going to speak for the commission publicly on the issue as it has generated media inquiries. He was told that he, as chair was most appropriate. Sarah Stewart, the commissioner of the state Department of Natural and Cultural Resources, noted that she has submitted a public statement but as a member of the commission, her position should be separate from the commission. "The public deserves a commission spokesperson," she said. Before the meeting, she told InDepthNH.org that her comments, which are public but did not yet appear available online. She said she has concerns about the public safety aspects of a name change and potential confusion to visitors but noted there could be ways to improve interpretation for public visitors about the naming and about the history of Washington. Derek Ibarguen, supervisor of White Mountain National Forest, said he would abstain as a member of the commission and would not speak to it as his agency is doing its own assessment. Howie Wemyss, representing the Mount Washington Auto Road on the commission, said the commission has no comment to make yet "because it is not ready, period" and members should not be making individual statements on behalf of the commission. Chris Thayer, representing the Appalachian Mountain Club, said the issue is complex and being discussed at many levels within his organization, and "we are nowhere near ready" to talk. "We start by listening," he said. "That is our aim. I would be abstaining from a vote anyway today." Wayne Presby, owner of the Cog Railway, said since the members all agree to more research he wanted to know how it would be getting information and what should be studied. He suggested there be a request for information being received by BGN. It will be included on the agenda of the committee when it meets next, chairman Bergeron said. Minutes from the previous meeting on May 19 indicate the commission had an initial discussion on the proposal and members expressed concern that a name change would cause confusion as it relates to economic activity, public safety, and search and rescue operations. There is an area of the mountain that bears the name Agiocochook Crag, it noted. Sen. Carrie Gendreau, R-Littleton, who is a member of the commission disclosed that she is Abenaki. Named Mount Washington in 1874, it is also the name of a well-known hotel, an auto road, a meteorological observatory, and a commercial motor vessel on Lake Winnipesaukee to name but a few. Many of those entities are represented on the Mount Washington Commission.

This is by no means the first time that attempts to change iconic peaks in the nation have been made and some have even succeeded. The name of the highest mountain in North America was changed from Mount McKinley to Denali, officially by the federal government when then-President Barack Obama visited Alaska in September 2015. Although the state of Alaska requested in 1975, that the mountain be officially recognized as Denali or the native Deenaalee "the high one" by the Koyukon people, it took 35 years for it to become official. A gold prospector unofficially named the 20,194-foot peak after then-presidential candidate William McKinley and efforts to change the name were thwarted long after his election and assassination by his home state of Ohio. On June 18, Easton resident Kris Pastoriza wrote an op-ed piece published by InDepthNH.org that the U.S. Board on Geographic Names recently acknowledged proposals to change both the name of Mount Washington to Agiocochook, and the Baker River to [missing in online article] "The BGN is responsible for standardizing geographic names for use by the Federal Government, and its members must approve any new name or

name change before it can appear on Federal maps and products. We will prepare a case brief for the proposed change and add it to the BGN's next Quarterly Review List for consideration by all interested parties," it read. Pastoriza noted that "local and state opinion is important to the BGN." "Of course, because of the significance of this feature and the well-established and widespread use of the existing name, the BGN will wish to see additional support from others interested in the mountain." In nominating the change, Pastoriza noted that George and Martha Washington engaged in slavery. In fact, the Washingtons were enslavers for 56 years and at his death, made the decision to free all 317 of them in his will of 1799. One of their enslaved women escaped and fled to live in freedom in New Hampshire and the state recently approved Ona Judge Staines Day, honoring her. Pastoriza also has made an argument to change the name of the Baker River north of Plymouth in Grafton County, noting that it was named for a lieutenant who led an expedition against the Abenaki in which several were killed and for which Baker collected scalp bounties. Interested people and organizations are encouraged to submit comments on these proposals to the U.S. Board on Geographic Names at BGNEXEC@usgs.gov. A petition supporting the name change has over 250 names so far at https://www.change.org/p/new-hampshire-state-house-rename-mount-washington-to-original-indigenous-name. At a trailhead for Mount Washington on Friday hiker Colleen Hartmann of St. Louis, Mo. said she did not think it was a good idea to change the name and try to erase history. Rather, she said it was important to acknowledge it and perhaps offer an interpretation of the issue. "I am tired of everyone trying to change names," she said.

STATE ALLOCATES $1M FOR SUMMIT ASSESSMENT: Budget allocations for the state in the next two years, now approved, include $1 million to engage a firm to assess the summit for both environmental and infrastructural needs for the future. It was a key takeaway from a recently approved 10-year master plan for the park at the summit as one primary concern expressed by the public was related to the intense use of the iconic peak. "There is a lot of work ahead of us," said Stewart, commissioner of the state Department of Natural and Cultural Resources. She said Parks Director Brian Wilson has submitted another draft for the scope of work and come up with goals and timelines. Wilson *(right)* said it will begin with a request for qualifications. Then a subcommittee might have a review and then a request for proposals with qualified applicants. The firms will need both experience in the ecological and the infrastructure side as well, he said. Whether they should be equally weighted or sequential was debated. Phil Bryce, retired parks director and a member of the public said it needs to be a very focused document. Wemyss said Bryce is right to narrow it, but also focus on the environmental assessment of how the summit is now and how we can protect it with infrastructure needs. Chris Ellms, a member representing the public, said you could put the most important issues in phase one and the lesser issues in phase two Rob Kirsch of the Mount Washington Observatory, urged them to stay true to the 10-year document which the commission worked on extensively for the past year. "I would be really disappointed to get this done and not address the adequacy of restroom facilities," Bryce said, Stewart said she wanted to "lure" a top firm to bid and wanted the document to be as concise as possible. The next meeting of the commission is set for July 21 at 10 a.m."



- InDepthNH.org - Fri, Jun 23, 2023 / St. Johnsbury (VT) Caledonian Record - Tue, Jun 27, 2023 pg. A3



June 24th

Race The Cog II: "Well Coggers, in the immortal words of Ricardo Montelban *(Star Trek 2: The Wrath of Khan)*: "Revenge is a dish best served... soggy"?? It was indeed a wet one at the summit of Mount Washington earlier today *(6/24)* for the second annual Race The Cog event. And retribution was definitely on the menu, because WE WON! Engineer Mike Scales with Brakeman Scott *(Unsworth)* brought M2 ("MVictorius" in Mike's words) across the finish line in 37 minutes flat, nudging last year's winner and former Olympian Joe Gray *(left)* down one step on the podium with his official time of 40:09 – still an astonishing feat. Amber Ferreira *(right)* took the Women's elite heat at an incredible 50:05, and our own Kate Oswald *(at lower right center with fellow Brakeman Scott left & Engineer Mike Scales)* shaved over 6 minutes off last year's time, stopping the clock at 1:18:30! Congratulations to all, and thanks once again to Kristina *(Folcik)* and the volunteers at White Mountains Endurance for organizing another terrific event (that WE WON!)" *Human Winner Joseph Gray:* "The cog gets disqualified for starting before the gun went off though, so technically... DNF ;-) " ***Mount Washington Cog Railway:*** "details, details. Congrats again Joe!" ***Kristina Folcik:*** "Joe they wanted to start parallel to you guys watching you run up that hill is so impressive Joe! Thank you for coming out and congratulations !!!!" ***Dan Vega:*** "Was the train drug tested after?" ***Melinda Purcell:*** "Congratulations to all participants that finished. I'm curios, what was the slowest time?" ***MWCR:*** "Not sure yet– we'll let you know as soon as they finish" ***Richie Blake:*** "All 3 Cog *(trains)* rocked the rockpile!"





Scott Unsworth, Kate Oswald & Mike Scales (2023)
- Mt. Washington Cog Railway

Place	***Male Finisher***	***Age***	***Gun Time***	***Diff***	***ELITE WAVE***
1	Elite Cog	0	35:56.1	+:00 / +:00	
2	Joseph Gray	39	40:09.7	+ 4:13 / + 4:13	
Place	***Female Finisher***	***Age***	***Gun Time***	***Diff***	***ELITE WAVE***
1	Amber Ferreira	41	50:04.7	+:00 / +:00	
Place	***Male Finisher***	***Age***	***Gun Time***	***Diff***	***COMBINED WAVES***
1	Elite CoG	0	35:56.1	+:00 / +:00	
2	Intermediate Cog	0	37:32.5	+ 1:36 / + 1:36	
3	Joseph Gray	39	40:09.7	+ 2:37 / + 4:13	
4	Eric Blake	44	42:31.8	+ 2:22 / + 6:35	
5	Jeffrey Allen	22	46:00.8	+ 3:29 / +10:04	
6	Travis Muhonen	29	46:45.3	+:45 / +10:49	
7	Chill Cog	0	46:58.1	+:13 / +11:02	

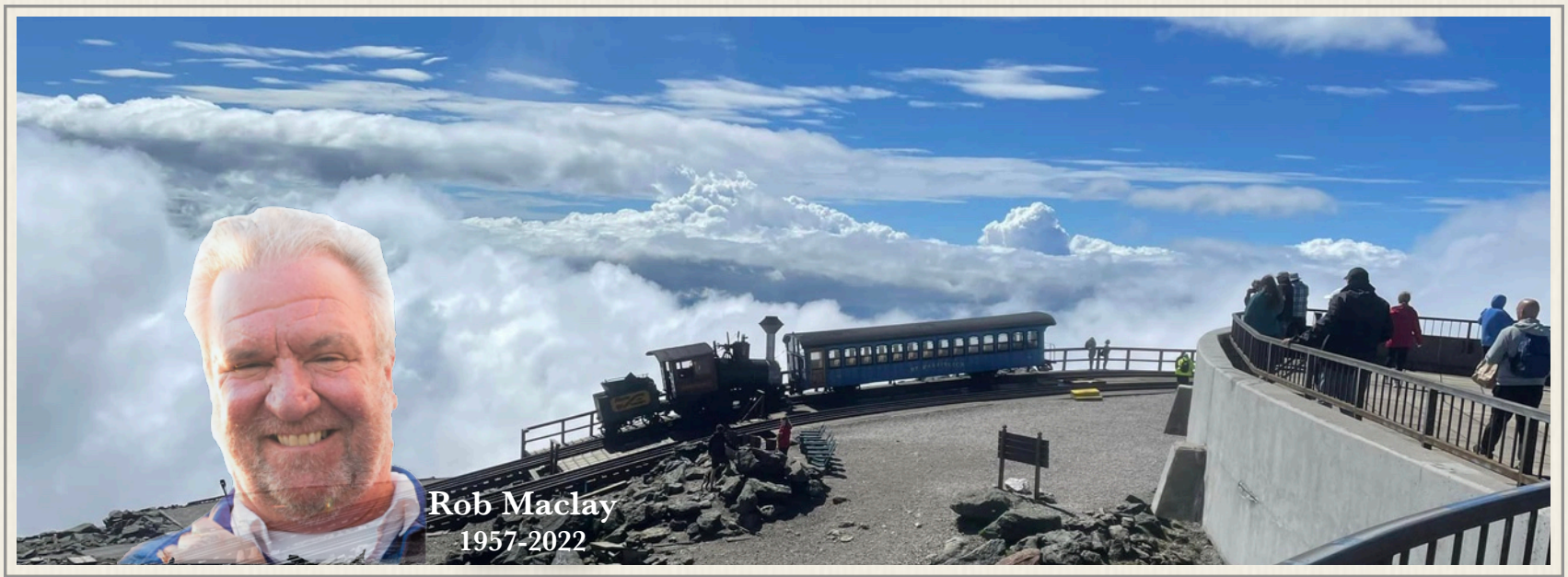
- Mt. Washington Cog Railway FB page - Fri, Jun 24, 2023

June 25th

"*Mississippi" Maclay Memorial:* Cog friends of Robert "Mississippi" Maclay gather *(next page)* at the Base to remember the master car builder and 44 year railroad veteran. Celebrants take the 9 am train to the Summit to scatter his ashes atop Mount Washington. Returning to the Base a BBQ lunch is held at the Boarding House where Rob lived. The Celebration of Life organized by his daughter & Cog kid Emma Westcott. "Reaching out to you all to share that my father, Rob Maclay's memorial train ride and lunch will be this Sunday June 25th. We would love to see as many folks as possible to celebrate my dad's amazing lifetime and 44 years spent at the Cog! He was many things to many people, but certainly a Cogger to most! Dad loved a good meal, and we all know that his house was where we gathered many a day and night to catch up and spend time together before taking the drive down the base road to depart for the day - so, we thought it would be the perfect place to gather one last time all together for him. To say I miss my dad just doesn't seem to cover it... If you knew him, you knew me, and "we" were always together. The times since I lost him much too early that I've felt



closest to him have been when I'm with our Cog family up North. The magic of the railroad is something else, it's brought generations of us together and many of you much before my time too. Let's take this opportunity to celebrate my dad, tell some great stories and share all our memories of the 44 summers and winters he spent driving up that base road and headed down the hill to work on these trains that we all love and bond us together so deeply." The Mountain's magic was in attendance. The trains ascended into the clouds and ten minutes after arrival the clouds descended so the ceremony was in sunshine *(below)*.



June 26th

Not LEGO But Available: "They're here, Coggers! Our long awaited 608-piece plastic building block kit is in stock and ready to ship! Now you too can be the proud owner of a facsimile Cog Railway steam train and coach! And look at that big smile on our Gift Shop Manager's face! You know why Erika's smiling *(right)*? Because she won't have to put one these things together for the product photo – one of you will! That's right, here's a rare opportunity for three lucky LOCAL Coggers to pit their model-building skills against each other and assemble one these kits for us on deadline. We're not permitted to call them "Lego-like" when promoting these things (because, well, lawyers) but if we were, that's exactly what we'd call them. The most important thing to remember is that each contestant must be LOCAL, because you'll need to hand-deliver your completed model to Erika *(Hubert Burns)* at the Base Station for us to photograph. Once we get our picture, the model is yours to keep, along with a $25 gift card to the Gift Shop. Second and third place participants will also get to keep their models, but only the winner gets the gift card. But always remember – you're ALL winners to us – it's just that one of you will be more of a winner, that's all. To enter, all you have to do is be one of the first



three respondents to send an e-mail to Erika at giftshop@thecog.com. Write "model contest" in the subject line, and say something nice to Erika in the message – she works hard! Erika will check the time stamps on each message, and will contact the three quickest responses so she can ship a model kit to each. Now here's the fine print:

- we will ship a kit to the first 3 e-mail responses, with contest rules
- each contestant will then have one week to hand-deliver a fully assembled model to the Gift Shop for photography
- each contestant must send a daily photo updating build progress until completed
- we will post these update pictures on our social media every day
- the first contestant to return a completed kit in person receives a $25 gift card, and all contestants may keep their completed models

Good luck, keep it fair, and may the best model maker (or the one with the most free time on their hands) win!" ***Lynda Martin:*** "You should make this a contest with the Cog staff. See which dept. can build it faster (and no leftover parts). Gift shop vs engineers/brakeman vs the shop vs admin team. Haha" ***MWCR:*** "Lynda - Just what they need – something else to do!"

- Mt. Washington Cog Railway FB page - Mon, Jun 26, 2023

June 28th



Lady Builders Assemble: "Good afternoon Coggers! Last year at this time, our Gift Shop manager, Erika *(Hubert Burns)*, was carrying her soon-to-be-newborn daughter. This year, she's carrying *(left)* a load of the first orders for our newest souvenir sensation – a 608-piece mini building block model of one of our steam trains! We're not allowed to call them "Lego-like" (don't tell anybody that we just did) but that's what they are. Anyway, for those of you who ordered one of these beauties, they'll be headed your way this *(6/28)* afternoon. Among this stack of boxes are 3 model kits going out to the winners of our mini building block contest, announced earlier this week. The contest is now closed, but for 3 focused, competitive women, the fun starts at 12:01 AM on Sunday. That's when the official contest clock starts ticking and Jennifer, Sophie and Holly will open their boxes and start building. They'll race against time and each other to be the first to deliver a completed model back to us for product photography. Only one will savor the thrill of victory, but all may suffer the agony of defeet. I mean, ever step on a Lego? Once the building begins next week, tune in here for the play-by-play and expert analysis. We'll announce the winner of the $25 gift card once the contest closes on July 2 at 5:00. Good luck ladies, and for the rest of you wondering what all this nonsense is about, you can find out more at https://thecog.myncrsilver.com/.../1a09bc16-46c4-4ed3.

June 29th

Stanley Steamers Assemble: "The Stanley Steamers came a'callin today, Coggers! Look at these beauties! Thanks to Josh *(Bishop)* for the shots." *(next page)* ***Diane Krohn:*** "Sooo cool! I stayed close behind one coming down into Carroll. I was concerned between the rain, tire backwash and steam, you couldn't really see him. Stayed with him until Carroll. Safe travels!" ***Daniel Day:*** "Wicked cool. I'd love to see one of those cars next to the steam train!" June 25-30, 2023: 2023 Eastern Steam Car Tour, Headquartered at Town & Country Inn &



Resort, Shelburne, NH. For more information please contact the tour hosts: Don Bourdon: donbourdon@comcast.net 802-359-3216 Sean Cahill: cahill@bestbees.com 617-470-6039 Bill Sandie: bsandie@hallenco.com 917-567-5411



July 4th

We Have a Winner: "Let's have a drumroll please, Coggers, because WE HAVE A WINNER! Holly, from Hinsdale NH just crossed the finish line with her perfectly assembled, 608-piece-mini-building-block model of a Cog Railway Steam train! In addition to her finished model, Holly *(right with husband)* wins a $25 Gift Card to our gift shop. If you'll recall, we shipped model kits to the first three respondents to our Call for Entry last week. Jennifer, Sophie, and Holly made the cut and faced a steep challenge: be the first to deliver a completed model back to us for product photography. We thought we were pretty clever doing it this way because we didn't want to have to put one of these things together ourselves. The contest period kicked off at 12:01AM this past Sunday morning. Holly, apparently taking us literally, watched the clock as it ticked past midnight, poured herself an ice-cold Mountain Dew and got right to it. Three hours and three minutes later, exhausted from the tedium but juiced from the MD, Holly and her husband/technical advisor Matt sat and stared at the fruit of her labor, then realized it was three in the morning and collapsed into bed. These very detailed little steamers have already proven to be among the most popular items we've ever had in the gift shop."

- Mt. Washington Cog Railway Facebook page - Tue, Jul 4, 2023



July7th

Peak Seeking: "Good morning Coggers! Next weekend is Seek The Peak, the Mount Washington Observatory's annual fundraising event. Hikers from all over will converge on Mount Washington and other mountain trails in the Whites or wherever, fortified with high hopes, low BMI's, and fanny packs full of pledges from friends and families. It's all for a very good cause, to support the Observatory's vital, 24/7/365 weather and climate research. In short, it makes no difference if your idea of a challenging hike is to follow in the footsteps of Tenzing Norgay to the top of Everest, or Tony Soprano to the bottom of his driveway. You too can be a Seek The Peaker! All you have to do is talk somebody into promising to send some money to the Observatory in support of whatever trek you are willing and able to make. Or you can even donate directly from our website, no hike



necessary, simply because it's a really good thing to do. And we'll be at the After Party, from 1:00 until 6:00 – if you're still able to stand up after your hike, stop by and say howdy!"

- Mt. Washington Cog Railway Facebook page - Fri, Jul 7, 2023

July 8th

No Rain...???: "Good Good morning Coggers! Check this out – we have a BEAUTIFUL Saturday morning *(left)* breaking out here on Mount Washington, with clear skies, warm temps, and NO RAIN! Train Master Andy Vilaine just shot this dramatic rack-eye view up toward the top of New England– come see for yourself! Seats are still available on the 8:00, 11:45 and 4:00 steamers, with diesels running hourly from 9:00 until 4:00.

- Mt. Washington Cog Railway Facebook page - Fri, Jul 7, 2023

July 21st

Mount Washington Commission: Meeting Friday, July 21, 2023, at 10 a.m., location US Forest Service Headquarters, Campton, NH. ***Minutes:*** *Capital Improvements / Park Ops.* Patrick Hummel said the FY2023 financials are being completed. Although the park's retail revenue is down by 4-4.5%, it is their second-best year, and they expect to finish in the black despite increased expenses and utility costs. Attendance to date is estimated at 107,000, down from last year, due to weather. On July 12, the park staff joined the WMNF, Natural Heritage Bureau and other volunteers for the 9th annual dandelion removal effort. Forty people removed 58 lbs. of invasives, including 20 lbs. of dandelions this year. *Protection of natural resources*. NH Fish and Game biologist Heidi Holman presented her research on rare butterflies found in the White Mountains. Although there are related species in other alpine areas, the White Mountain Fritillary and the White Mountain Arctic butterflies live entirely within the alpine zones of the White Mountains and are not found anywhere else. *Partner Reports.* AMC. Mr Thayer expressed appreciation for the support of the summit partners. Impacts from the weather and Search and Rescue operations have been challenging across the state. Auto Road. Mr Reichert agreed that the weather has caused wash outs and flooding. He reports that their solar project is done, and that they are waiting for Eversource to connect to the system. Cog Railway. Mr Presby said that bad weather has affected ridership, which is down by 3-5%. They continue to work on engineering plans for base improvements and the development of an electric engine. MWObs. Mr Bush said their Seek the Peak event was a great success. They exceeded their goal by $25K and he thanked the summit partners for their support. He congratulated the Cog for a great event with UNH-Bangladesh guests on July 11. The MWObs recently held its Annual Meeting and presented to Jack Middleton the first ever Founders Award in recognition of his extraordinary dedication to the MWObs. WMNF. Mr Ibarguen said that their Trails Stewards were able to assist the MWObs during their Seek the Peak event. The weather and event location resulted in lower numbers of attendees at the Rainbow Gathering of approx. 2,500 people. Law enforcement agencies were present to help address any incidents and post-event cleanup is being done with the assistance of the Rainbow Gathering members. The bad weather has reduced the number of campers at WMNF campgrounds, but the hiking trails are packed on good weather days."

July 26th

Fabyan's Reopens: "We're happy to see Fabyan's Station Restaurant reopening today! Located in a restored 19th century train station, Fabyan's sits at the intersection of Route 302 and our Base Road, and is the closest full-service bar/restaurant to Marshfield Base Station. Located inside one of the original railroad stations in the White Mountains, the historical landmark was brought back to life through restoration, converting it into the Fabyan's Station Restaurant and lounge you experience today. Stop in Wednesday through Sunday from 11:30am – 9pm for deli-



cious burgers, BBQ, smokehouse dishes and pub-inspired entrées. Grab your favorite local beer or cocktail at our full-service bar and enjoy the beautiful mountain air on our patio.

- Mt. Washington Cog Railway Facebook page - Wed, Jul 26, 2023



July 29th

Aerolicious Peppersass: "Happy Saturday coggers! Come join Autumn from Aerolicious Entertainment and *Peppersass* at the Vintage Market in the Mountains at the Wayside Inn in Bethlehem! We'll be here all day today and tomorrow, joining scores of local craftspeople, food trucks, musicians and entertainers at this great summer tradition. For more information visit https://vintagemarketinthemountains.com/. Better yet, come see us! And here's a pro tip: if you want to have an extended conversation with Autumn, bring a stepladder. It's easier on the neck!" -

Mt. Washington Cog Railway Facebook page - Sat, Jul 29, 2023



Aug 11th

TripAdvisor *Top 10 Attraction:* "The Mount Washington Cog Railway is proud to be recognized once again for ranking in the top 10% of all attractions WORLDWIDE, as reviewed by our guests on Tripadvisor. Thanks for your support!" ***Nancy Harrison Lenk:*** "Congrats Susan Presby, Wayne Presby and the Cog team! Sooo well deserved.

- Mt. Washington Cog Railway Facebook page - Fri, Aug 11, 2023



August 14th

Mrs. Presby was Very Happy!: "Earlier today ***(8/14)***, we were happy to welcome a very familiar face from Red Sox Nation to the Railway. NESN studio host Tom Caron stopped by to check out our own iconic New England institution. Director of Marketing Rob Arey *(below left)* extended the invitation to Tom after a recent behind-the-scenes tour of NESN's operation at Fenway Park. By the looks of it, Tom had a great time, so now we're thinking that if this TV thing doesn't work out for him, we might just have ourselves a new engineer!" ***Sam Cafiso:*** "Put him to work shoveling coal in a steamer! "

- Mt. Washington Cog Railway Facebook page - Mon, Aug 14, 2023



August 19th

A Cog Historian's Final Chapter: Cindy Chambers-Wood: "On Saturday August 19, 2023 my father Donald H. Bray passed away. He took his final ride to the summit in the sky at 92 years old. He went peacefully in his sleep. Most of you know his Christmas poem he wrote that Paul Forbes posts each Christmas eve. This is another one that he wrote, he so loved the Cog Railway. RIP Dad"

A CHRISTMAS MEMORY FOR OLD COGGERS

The ides of December
Always bring to mind,
Good friends to remember
Of a special kind.

From times way back,
All those who toiled
At the old Cog track
That's never been spoiled.

The ratchets clanged
And crank rods churned
While cinders pattered
From heaped coal burned.

White steam shot high
With billows of smoke
Up into the sky
With each piston's stroke.

How the goofers smiled
At the whistle's blow,
And along the aisle
They'd cry: "Up we go!"

All milling around,
And straining to view,
When hearing the sound
Of old number 2.

But, behind the scenes,
And a word to the wise,
There has never been
Such a group of guys.

Family they were
For one and all;
Each morning they'd stir
To answer the call.

In such fine weather,
Many trips to run,
And altogether,
It was' work and fun.

To trains so unique
They yearned to belong;
It's hard to speak
Of a bond so strong;

Back at the station,
So many faces
From 'round the nation
And other places.

It flows in our veins,
That railway so dear,
And there it remains
Year-after-year....

- *Donald H. Bray*



Art Poltrack: "Cookie *(left at center)* and I *(right)*had the great fortune to meet with Mr. Bray *(far left)* last year on his visit. He's a Cog legend and will be missed by all of us. RIP Mr. Bray." ***Dave Moody:*** "Your Dad was a 'fixture' for many Cog seasons, RIP Donald." ***Jon Sykes:*** "Rest easy Donald. Very sorry for your great loss. Always enjoyed chatting with him when he would stop by for a Cog fix." ***Charley Kenison:*** "A great friend of the Cog family! Don will be missed!" ***Terry Flaherty:*** "My most sincere condolences to you and your family. I remember Don Bray well… and all that he brought to the Cog family." ***Jean LaPrade:*** "So sorry for your loss and the loss of our Cog friend for many years. He was such a fine man and meant so much to my husband!! *(Al LaPrade)* May he rest in peace." ***Michael Thompson:*** "I love that poem" ***Susan M Houck:*** "So sorry for your loss. What a beautiful poem." ***Dave Kurz:*** "A truly great Cogger! The poem is very meaningful to all of us who had the pleasure of working there and meeting your Dad!"

- Mt. Washington Cog Railway: We Worked There FB page - Mon, Aug 28, 2023

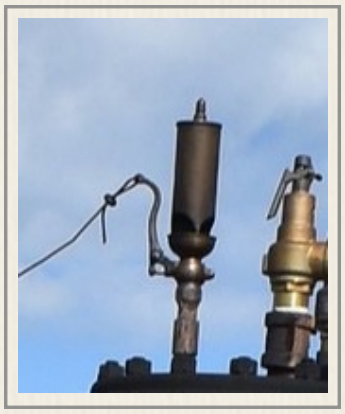
August 16th

Stealthy Set Back Moves Forward: The Mount Washington Cog Railway's Lizzie's Station proposal quietly appeared at the Coös County Planning Board's Wednesday *(8/16)* night meeting in Lancaster. Neither the name of the company nor the project was mentioned in the minutes when the board's planning consultant Tara Bamford "prepared a (zoning ordinance)"to do" list for the Board's review" which included considering "reduced setbacks from certain undevelopable lands: Tara will prepare information for discussion at the next meeting. She noted that there is precedent in Waterville Valley where there are 5' setbacks from the White Mountain National Forest line. There has been no pushback. Tara requested authorization to contact Christine Johnson from Drummond Woodsum for guidance. A motion was made by Thomas McCue, seconded by Arnold Davis to authorize Tara Bamford to consult with Attorney Christine Johnson from Drummond Woodsum. The motion was approved 9-0." The current 25-foot setback zoning put the squeeze on the Cog's Lizzie's Station project as they remove over half the width of the railroad's right-of-way making the installation of two new sidings to hold eighteen railcars with overnight accommodations nearly impossible. The Cog was considering a legal challenge to the 25-foot setback based on the 5-foot Waterville Valley guideline, when consultant Bamford suggested she work on making the 5-foot setback the standard. The Board will discuss the setback issue at it's meeting on September 20th.

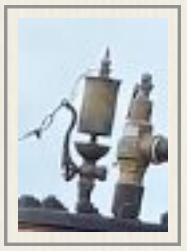
- Coös County Planning Commission minutes - Wed, Aug 16, 2023

August 31st:

Whistles of the Cog: Brendan Granger posts on Facebook seven pictures of Mount Washington Railway whistles with this commentary, "The cog has used many steam whistles on its steam powered locomotives over the years. I am unsure when exactly whistles started appearing on the railway, but they were being used by the time *Old Peppersass* made her disastrous anniversary run in 1929. Most of the cog's whistles were single chimes ("hooters"), but a couple 3-chime whistles have existed as well. Currently, one single chime and one 3-chime are in service, being shifted back and forth between the two operating steamers (No. 2 and No. 9). I am also unsure when any of these whistles were manufactured, but some knowledgeable individuals here may know more. As for the whereabouts of all these whistles today, I was told awhile back that all the retired whistles are still stored in the "stock room" of the shops. I would love to be able to see them if and when shop tours become available.

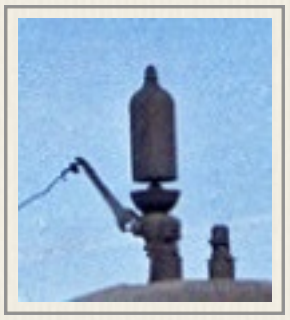


Granger Photo 1

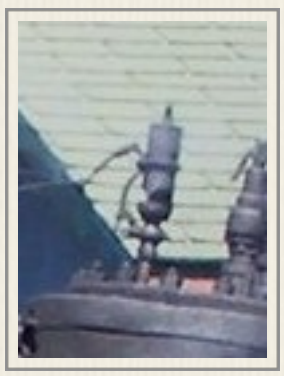


Granger 2

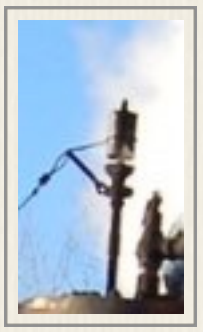
Let's look at the various whistles used around the late 2000s, just before many veteran steamers were retired in favor of the new biodiesels. Note this does not include the large "pump house" whistle used back in the 70s and 80s or so. If I am incorrect on any info (and i'm sure I am somewhere or another), or have any info to add, please let me know! I do not own nor do I claim ownership of any of these photos, all credits go to their original creators!" ***Jonathan Hall:*** "Fascinating post, thank you! There's no sound in the modern world like a steam whistle #Remembering Eggy" ***Mark Sodergren:*** "The whistles are safe and sound is secure storage at the cog facilities. There are spares also. Most of them are lunkenheimer made." ***Mike Noel:*** "Mark - from the man that brings these whistles to life on every trip on that hill." ***Peter Driscoll:*** "Love hiking the mountains and hearing that" ***Jitney Jr:*** "Thanks to fireman Doug Taylor, engineer Norm "Jitney" Lewis' No. 6 Great Gulf ran with a five-chime whistle for at least one, maybe two summers. Concerns about weight and the possibility of accidentally blowing down the boiler if it broke off, the whistle was mounted to the cab and plumbed into the boiler with a valve so steam to the whistle could be shut off. The whistle cord was squeezed on so each chime could be heard joining the chord. You knew the No. 6 was coming into the station with a long - two shorts and another long. Not sure anyone got a recording of it OR a recording of the yodeling air valve on the engine as it backed slowly onto the base switch... but both are sounds this old Cog kid wished he could hear again with his ears and not his mind. Jitney also ran a very small whistle from his collection for a summer so when he put it on his stationary boiler are home, he could say the whistle had been run on the Cog."



Granger 4



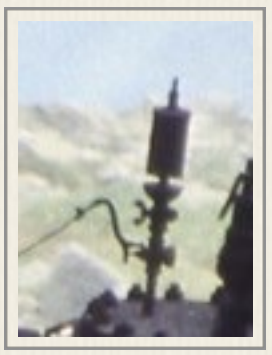
Granger 3



Granger 6



Granger 5



Granger 7

Granger Photo Descriptions

Whistle #1 - "The 3-chime currently used on one of the two operating steamers. Unmistakable sound for pretty much any cog fan." ***Anthony Vo:*** "I believe this might be a Buckeye 3 Chime"

Whistle #2 - "The only single chime left in service, alternates with the 3-chime on the two operating steamers. One of the higher pitched ones versus some of the others in the past."

Whistle #3 -"This other 3-chime whistle appeared on several locomotives over the years, ending with No. 3 in 2009. It is similar in design to the other one, but is much shorter and produces a much higher pitch. Audio of this one is rare, but a few YouTube videos can be found of it (will post links soon)."

Whistle #4 -"This single chime was used on No. 8 for many years, and was then briefly used on No. 6 after 8 was retired in 2006. This one had a noticeably lower pitch than the other single chimes. Notice it's much larger and taller design."

Whistle #5 -"This single chime was used on several locomotives throughout the years, ending with No. 6 in 2010. It has a higher pitch than No. 8's, but is not quite as high as the one currently used. Notice the slightly smaller design than the 8's as well.

Whistle #6 -"One of the high pitched single chimes, this one was used on No. 10 for many years. It is similar to the one currently used today, but has a different valve style."

Whistle #7-"This single chime was used on No. 9 for many years until 2007. It is also similar to the one currently used today but is distinguished by the lower valve mount."



September 1st

End of Summer Sales Pitch: "Unless we're laboring under a misconception, Coggers, Labor Day Weekend has snuck up on us once again! We'll be celebrating the social and economic achievements of the American workforce the way we always do, with all hands on-hand working to run passenger trains all the way to the top of the highest mountain in the Northeast! The weather's looking peachy-keen, and some seats are still available... And if this weekend marks the unofficial end of the soggy summer of 2023, you know



No. 9 On-Time: *Art Poltrack: "A fine day with the 9 on schedule."* ***Dave Moody:*** *"Looks better than yesterday when you looked like a "drowned rat" .****Dave Kurz:*** *"I miss driving by and immediately identifying two doubles on the mountain! Thanks for sharing Mr Poltrac"* ***Ann Schubert Turner****: "Looks wonderful! Such a clear day!* ***David Huber:*** *"Those clear days are just awesome! As I recall, they also generated big tips when I was brakeman." (2023)*
- Arthur Poltrack Collection

what's right around the corner – leaves to be peeped! With the unreasonable volume of rain we've had up here this summer, Fall Foliage season from mid-September thru mid-October promises to be one for the books: spectacular and long-lasting. Seats on peak season trains have been selling fast for months, so get yours while we've got 'em" - *Mt Washington Cog Railway FB page - Fri, Sep 1, 2023*

September 5th

Pick Up & Delivery: "Tuesday *(9/5)* afternoon at approximately 2:00 p.m. Fish & Game Conservation Officers were notified of an injured hiker on the Jewell Trail approximately 2/10ths of a mile below the Gulfside Trail junction. The call came in via a 911 call reporting an unknown leg injury. A rescue response was initiated with Conservation Officers and a volunteer from Androscoggin Valley Search and Rescue (AVSAR) responding to the summit of Mt. Washington and hiking down to the patient. While waiting for a rescue response the hiker identified as Alys Cohen, 57, of Takoma Park, MD was able to secure the injured leg and slowly work her way slowly up the trail towards the Mt. Washington summit with assistance from her hiking companions. They made it go Gulfside Trail by 4:00 p.m. as the first rescuers were descending from the summit. At 4:20 p.m. the first rescuer reached the group. At this time, Cohen was able to continue on under her own power and make it to the Cog Railway tracks. A call was made to the Cog and the last train departing the summit stopped and assisted Cohen and her 3 hiking companions onto the train and descended to the base. Cohen and her 3 hiking companions had hiked up Ammonoosuc Ravine Trail yesterday *(9/4)* and spent the night at the Lakes of the Clouds AMC hut. They summited Mt. Washington this morning and were descending Jewell Trail, when she suffered 2 separate injuries to her knee. After the first injury, she was able to continue on, but the second injury prompted a call to 911. While waiting for rescuers, she put on a knee brace and was able to make her way back up under her own power. Cohen had all the proper gear and possessed a Hike Safe Card. Fish & Game would like to recognize the assistance from the Cog Railway staff, who stopped the descent of one of their trains and waited for Cohen to reach the tracks. They have been a huge asset in assisting various rescues over the years and continue to provide whatever assistance they can to expedite the evacuation of injured hikers when called upon." / "Good sunny Wednesday *(9/6)* morning Coggers! As you've probably noticed by now, we have no problem tooting our own horn (or blowing our own whistle) whenever we have news to share regarding our modest little mountain-climbing railway. But this one we're torn over. Living and working in a region that is

both undeniably attractive and unforgivingly hostile to outdoor enthusiasts, we get it – accidents happen. We're fortunate to be in a position to play a role in assisting in the heroic search and rescue operations carried out by New Hampshire Fish and Game, Androscoggin Valley Search and Rescue, and so many others. Yesterday's incident on the Jewell Trail thankfully ended well – we were happy to give Ms. Cohen a lift off the mountain, and we wish her a speedy recovery. But for every similarly experienced, properly equipped hiker, there are countless others, unwary and unprepared, who foolishly venture into the wild Whites with absolutely no idea of the difficulty and even the danger ahead. This year in particular seems to have had more than its share of misadventures, injuries, and – tragically – even deaths. We do our best to inform and advise, but we have all had too many encounters with spectacularly clueless statistics-to-be. If you want to help the folks whose vocation (or even avocation) it is to help others, the best thing to do is to not need their assistance. Don't overestimate your physical ability, and NEVER ignore the warnings about the weather. The second best thing to do is exactly what Ms. Cohen did – support the work of New Hampshire Fish and Game's Search and Rescue team by purchasing a Hike Safe card"

- NH Fish & Game Facebook page - Tue, Sep 5, 2023 / Mt. Washington Cog Railway Facebook page - Wed, Sep 6, 2023 / St. Johnbury (VT) Caledonian Record - Thu, Sep 7, 2023 pg. A2

September 14th

The Deadliest Mountain: Author Marianne O'Connor writes: "Despite being revered and respected by outdoorsmen and adventurers alike, Mount Washington is also known for being the world's deadliest mountain with over 160 people perishing over nearly 200 years of recorded history. One of the most infamous stories (and legends) recorded is that of its first female casualty, Lizzie Bourne. In September 1855, 23-year-old Kennebunk, Maine, native Lizzie Bourne and her aunt, uncle and cousin set out from Glen House Hotel to climb Mount Washington with the mission of watching the sunrise from the Tip-Top House. Unfortunately, the hiking party started late on their trek up the unfinished Carriage Road, and as they hiked on, stormy weather started to surround them. Heavy laden and weary with yards of heavy fabric from her 19th-century clothing, Lizzie and the group paused as the darkness and stormy weather kept them from hiking farther. Her uncle stacked rocks for shelter, hoping that they would be safe for the night, but the cold was too much for Lizzie to bear, and by midnight, she perished from hypothermia. In the morning, clouds lifted and revealed that they were only a few more minutes from the safety of the Tip-Top House. The Bourne family was shaken by the tragedy and built a memorial marker that was placed at the spot where Lizzie perished — a small pile of rocks and a wooden sign. Lizzie's father wanted a more elaborate monument for the spot where Lizzie died, but the one he designed was placed in the cemetery instead, as it was too impractical to transport up the mountain. The original marker is displayed at the Cog Railway Base Station Museum, and over time, the Cog Railway has had to replace the signage, and a sturdier replica of the marker has taken its place near the railroad tracks up the mountain. Lizzie is buried in Hope Cemetery in Kennebunk, but her spirit lives on in New Hampshire. A likeness of Lizzie has even appeared over the years from her maker where she perished — a translucent figure that points toward the summit, directing her ghostly finger toward the summit she longed for but never got to see. Lizzie's demise, and the deaths of many others over the years, serve as a warning to those hikers or mountaineers coming after them. Looking for other spooky outdoor tales? Check out the podcast National Park After Dark for more stories about death, dark history and tragic events and the light that is found through the darkness.



Hiker Preparedness Is Paramount to Hiking Safety: The "hikeSafe" program, along with "The Hiker Responsibility Code," has been in place since May of 2003. It was first implemented as an effort between the New Hampshire Fish and Game Department and the White Mountain National Forest to raise safety awareness for the hiking community to avoid increasing numbers of mountain fatalities. Since its inception, hikeSafe has changed the way the state responds to and implements preventative measures. Their well-known "you are responsible for yourself, so be prepared" code is seen in their free hiking and gear information as well as a quiz to test your

preparation knowledge before you hit the trails. They, along with other organizations, also raise money with efforts like the $50,000 that was raised with "Emily's Hike to Save a Life" fundraiser to further education and safety initiatives for hikers. Another way to stay safe is by using a hikeSafe card. Col. Kevin Jordan of New Hampshire Fish and Game emphasized that "hiker preparedness" is the name of the game. In 2015, the department began selling hikeSafe cards that are like insurance, where people who obtain it are not liable to repay rescue costs if they need to be rescued. In 2022, more than 12,000 hikeSafe cards were purchased, which raised $311,000. That money will help pay for SAR equipment, insurance, training and more. The aim of the hikeSafe program is to reduce risks of hiking by encouraging preparedness. Such tragedies impact all involved, including SAR volunteers. Families are changed forever following loss, and the emptiness left behind is all consuming, just as it was Lizzie's family and the families who came after her. To learn more about hikeSafe and the hikeSafe card, visit hikesafe.com and wildlife.state.nh.us/safe."

- New Hampshire Magazine - Thu, Sep 14, 2023 / *www.nhmagazine.com/the-deadliest-mountain/*

September 15th

Mount Washington Commission: *Minutes:* Regular meeting of the Mount Washington Commission (MWC) took place at the Tip Top House, Mt Washington State Park. *Master Plan. Summit Assessment.* Commr Stewart said the Summit Assessment RFQ was updated to incorporate the Commission's comments and will be released in early October. DNCR will meet with the applicants and get consensus for the top pick. The contract must be approved by the Governor and Executive Council. DNCR will keep the MWC informed of the progress. *Fees paid to the State.* Patrick Hummel reported that there were about 16 Special Use Permits issued this year. He can provide more information on these events, if necessary. Earl Duvall said that the Cog Railway and Bretton Woods Telephone met onsite to discuss the feasibility of restoring fiber optic service to the summit. A proposal from Bretton Woods Telephone will be provided to DNCR. Mr Presby said that this would be a phased project. Commr Stewart added that the existing conduit would be used for the fiber optic cable and digging would not be necessary. *Capital Improvements / Park Ops*. Mr Hummel said that, during the various construction projects, the public is kept informed about access to summit facilities through the park website. The new water system will be ready by winter. Delivery of the new sewer treatment plant is delayed to next year, but the existing plant is still serviceable. Park attendance is down by 7% due to weather conditions and retail down by 6-7%, but Mr Hummel hopes for a strong fall season. Oct 16th is the targeted closing date. The wastewater treatment operator position is still open for recruitment. Park staff are conducting their pre-winter preparations, such as septic pumping and fuel deliveries. The radio equipment is being replaced. Mr Hummel reported on the progress of the Tip Top House renovations, including updated electrical service and lighting, and new static displays that will provide its history. Mr Kirsch thanked the park staff for preparing the Tip Top House for the Commission's meeting. *Leases & Agreements*. Commr Stewart said that the one-year lease with the Auto Road is being signed by the parties. The provisions are the same as last year and will enable the parties to continue negotiations for a new lease of the summit parking lots. Mr Hummel reported that the improvements to the DNCR Gorham Office is nearing completion. It will house the offices of the Great North Woods regional supervisor and Mt Washington retail staff in the winter. *Partner Reports. Auto Road.* Mr Wemyss said that the rainy summer has impacted visitor counts, but that the Labor Day weekend was good. They will pave their base parking lot if weather permits. *Cog Railway.* Mr Presby reported that the Cog Railway submitted an Alteration of Terrain permit to DES for the addition to their maintenance shop, including drainage, parking lot, and septic improvements. They are working with UNH on a Capstone Project to build an electric engine. Their visitation is down by only 1.5%. *MWObs.* Mr Bush thanked the Cog Railway for their help with the NH Teacher of the Year event awarded to a teacher from Alvirne High School, Hudson. The Obs was awarded a $500K grant from the Northern Border Regional Commission for upgrades of their weather stations in Coös County and construction of 18 new stations. The Cog Railway has pledged a cash match to help leverage this funding. The Obs has also received $150K from EPA to establish a Northeastern network of mesonets to monitor mountain weather in coordination with UNH and the AMC. They will share an internship with the Forest Service next summer to publish a report on the climate of the White Mountains. They will also share an internship with the AMC for marketing, research, education and mountain safety initiatives. Mr Bush is working on grants for educational field trips to the summit and will coordinate these trips with summit partners. The IMLS grant work to conserve archival materials will start in a few weeks. *Townsquare Media.* Mr Scamman reported that he has had difficulty accessing the summit equipment due to weather. Inspection of the main tower is scheduled, weather permitting. The WHOM and internet relays are working. *WMNF.* Mr Ibarguen said that



Mt. Washington Commission members meet in the Tip Top House at the Summit. (2023)
- Paula Tracy photo / NHInDepth.org

they are working on general projects, including the redesign of bathrooms to improve the visitor experience. As mentioned by Mr Bush, they are partnering with other entities to develop joint opportunities, such as internships. Jeff Fongemie was promoted to Director of the Avalanche Center. The WMNF is participating in the emergency operations center with the State in preparation for Hurricane Lee. *Public Comments.* Mr Rob Bermudes asked about the Commission's position on the summit renaming proposal. Mr Kirsch said that he had provided a list of "Proposed points to consider relating to the pending Summit naming petition and Master Plan implementation" at the last meeting. He has requested more information from the NH Commission on Native American Affairs, but they have not responded. The petition is confusing and the facts are not yet known about the relationship of the mountain to tribal communities. Mr Bermudes will, as an individual, submit his comments on the renaming petition to the Board on Geographic Names. Mr Presby was concerned about missing a deadline for submitting comments. Mr Wemyss said that it needs thoughtful consideration based on information. Commr Stewart said that several state agencies, including DNCR, have submitted comment against the name change. Mr Ibarguen said that the WMNF is still reviewing the petition. Rep Paige said that there is more than one way to address the history of slavery other than a name change. Sen Gendreau spoke to some within the Abenaki Tribe, but they did not wish to speak to the issue. Mr Bermudes said that he spoke to a professional who works with native tribes who said that the various tribes are fractional and, therefore, hesitant to represent and speak on the issue. / Mr Robert White said that he is part of the World Trails Network and that they recently worked on the Old Bridle Path trail in partnership with the State and WMNF. US Senator Shaheen helped to obtain federal grant funding for trails projects by the World Trails Network and other trail organizations. They had 120 volunteers provide 800 hours of labor for trail work. He worked through DNCR's Volunteer Program staff Eric Feldbaum and Andy Crowley.

NH InDepth.org's Paul Tracy reports: "Easton resident Kris Pastoriza's efforts to change Mount Washington's name because the former president held slaves was again the subject of discussion when the Mount Washington Commission met atop the 6,288 peak Friday *(9/15)* with state Sen. Carrie Gendreau criticizing Pastoriza for making it an issue. Gendreau, R-Littleton, who serves on the commission, said it was her understanding that the name change movement came from "just one person, Kris Pastoriza." A member of the Littleton Selectboard, Gendreau said, "we have had issues with (Pastoriza) in Littleton," adding Pastoriza is an "activist" who has spoken out about ATV trail issues. Gendreau said: "I have been in hot water already this week" for public comments in an unrelated matter that Gendreau did not like recent public artwork in her downtown with LGBTQ+ references. "We have had issues with our ATV trail with (Pastoriza), but she just backs right away," after complaining. "I don't know. I know her. I could reach out…it's like crickets," Gendreau said. Pastoriza did not attend Friday's meeting, the first of which was held by the commission on the mountain's summit since 2019. It was held in the Tip Top House which is under restoration/construction but being reopened to the public after a period of closure. Reached by phone after the meeting, Pastoriza said she wasn't at Friday's meeting because she doesn't own a car and uses a bicycle for transportation. She said she doesn't believe the commission is obligated to take a stand on the Mount Washington name change. "I don't think they represent the mountain. They don't represent the people," Pastoriza said. She called the name change a "huge cultural, ethical and historical issue to do with our whole world view." She was also concerned at the statements that some commissioners made that they need more information. "It's all in the application. I don't know what they are look-

ing for," Pastoriza said, referring to her application to the federal body responsible for such name changes. Pastoriza said Gendreau was referring to her challenging Littleton's Ammonoosuc Rail Trail in which they had to close a section to ATVs after she showed ATV use there was illegal because of funding. Pastoriza said it was her persistence that upset Gendreau. Gendreau using the word activist as an insult says something about Gendreau, Pastoriza said. If the commission does weigh in on the name change, Pastoriza said she believes the words genocide and slavery need to be included. Pastoriza doubts the Mount Washington name change will go through but said there is some local support for changing the name of the Baker River. The U.S. Board on Geographic Names is taking testimony on Pastoriza's proposals to change the name of the Northeast's highest peak to Mount Agiocochook, and the Baker River flowing through Grafton County to Asquamchumauke, Abenaki names. Members of the commission said they lack the details to make an informed decision on whether or not to support the name change while one member, Wayne Presby, the owner of the Cog Railway, expressed concern that timing might be of the essence and that they take a position or not before it is too late. Sarah Stewart, commissioner of the state Department of Natural and Cultural Resources, said she has drafted a letter in opposition to the name change and the same position has been taken in letters to the commission from the state's Fish and Game Department, Department of Economic Affairs and possibly the Department of Environmental Services. The U.S. Forest Service is taking a neutral position on the request. In June, Pastoriza wrote an op-ed piece published in InDepthNH.org saying it is time to recognize Native Americans instead of a president who owned slaves. The U.S. Board on Geographic Names is responsible for standardizing geographic names for use by the federal government, and its members must approve any new name or name change before it can appear on federal maps and products. Pastoriza attended a meeting of the commission at Cannon Mountain within the past year, but hasn't attended one on the name change. She said in her op-ed that New Hampshire recently approved Ona Judge Staines Day, honoring the enslaved woman who escaped from George and Martha Washington and settled in New Hampshire. "George Washington ordered the Sullivan Massacre, one of a series of massacres of the Haudenosaunee (Iroquois) people," she wrote. As for the Baker River, which winds through towns like Wentworth and Rumney to its confluence with the Pemigewasset River in Plymouth, Pastoriza wrote it was named for: "Lieutenant Baker (who) led an expedition against the Abenaki in which several were killed, for which Baker and his men collected scalp bounties and which led to the Baker River being named after him, to commemorate these killings." There is a petition for a name change for Mount Washington and those interested can submit comments on these proposals to the U.S. Board on Geographic Names at https://www.usgs.gov/us-board-on-geographic-names A member of the public, Rob Bermudes attended the meeting. During the public comment section, he asked if it was possible the renaming of Mount Washington could be placed on a future agenda. Ed Bergeron, commission chair, said there has been no mention of it since the commission met this summer and decided that "we need to have a lot more information."

Rob Kirsch, representing the Mount Washington Observatory, said he feels there is a lot more information needed on why it was necessary before the commission is prepared to vote and though he reached out to indigenous people's organizations through Dartmouth College he has not found more information. He noted he has not reached out to African American groups. Presby said, "if we don't get any info and if this is moving forward are we going to take a position at some point?" Kirsch said he was unsure of the petitioner's issues and exactly how they are trying to get their concerns rectified. "It is the petitioner's obligation to make their case," Kirsch said. "We could act…but it is a bit confusing. What would we be opposing or supporting? There is so much else on the table for this body…to wade into something that is politically controversial…to understand the place this played in Native American culture…the petition didn't have any of that information." Bermudes asked if sharing that information with the petitioner would be appropriate "so that the body making the decision has that information." The Mount Washington Commission is an advisory board that works with the state Department of Natural and Cultural Resources to manage the 60-acre Mount Washington State Park and has on its board representatives of entities that lease or use the park property. Bermudes asked if the members would "be OK with the name change." Members said they thought that was several months down the line. But Presby said, "I don't want some deadline to go by….from what I know, Indians could have been slave holders," and he said it was likely that everyone's ancestors were slave holders. Howie Wemyss, representing the Mount Washington Auto Road, said, "we should be thoughtful about this. Some of us may agree and some of us may not," but he supported the idea of having it as a formal agenda item again. Stewart said she wrote a reasoned letter opposing the name change and noted the documents from state department heads opposing it are publicly available. Some of the reasons listed by those commissioners and directors indicate concern for changing maps and safety issues for people in the White Mountains who might be using older maps and documents to indicate

to rescuers where they are in emergencies. Derek Ibarguen, supervisor of the White Mountain National Forest, said the agency works with tribes and did not get a response from them on this subject. He said the federal agency would "remain neutral" and that without input "you cannot assume what the names mean." State Rep. David Paige, D-Conway, said he has read the petition and the issue is slavery. "There is more than one way to reckon with our history of slavery. Changing the name is not the only way," Paige said. Gendreau said she is Abenaki and has tried to reach out to some of her cousins who are Abenaki on the issue, to perhaps do research and share, "but they won't do it. Maybe it's a trait the Abenaki have. I would love to bring that forward and what the native Abenaki name means."

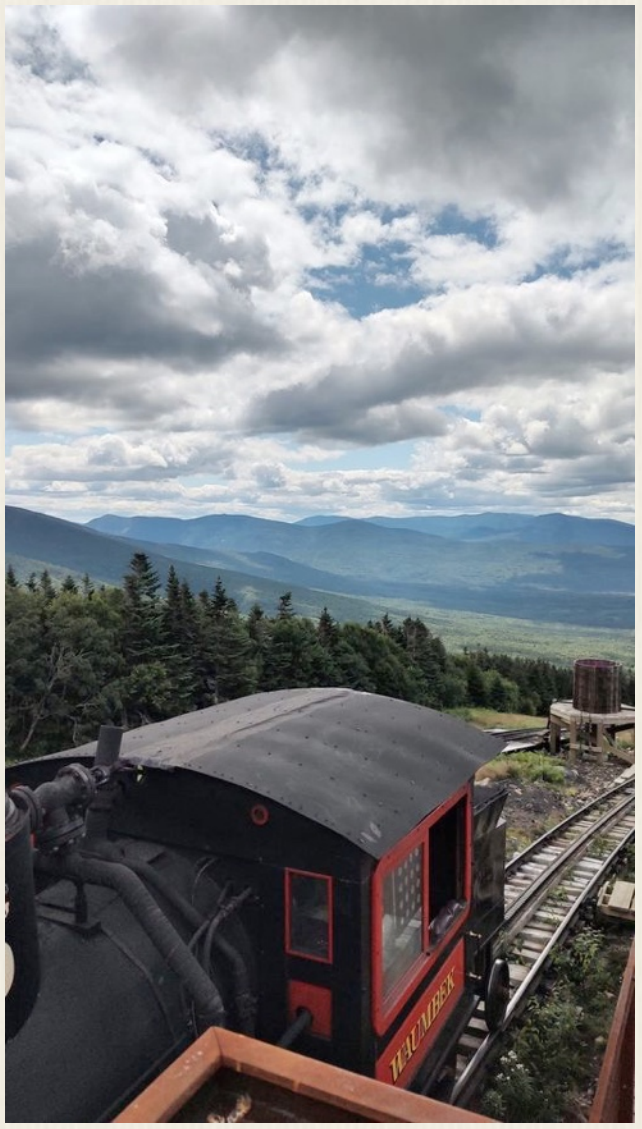
SUMMIT ASSESSMENT UPDATE: The commission recently approved a master plan for the summit with a proviso that it implement recommendations from an assessment of the health of the summit, with a particular eye toward changes in climate and intense use by the public to help develop future guidelines for its wise use and protection. Stewart said she hoped to get requests for qualifications out in the mail in October and that by January, a selection of a firm approved by the Executive Council to begin work in 2024. The legislature appropriated more than $1 million for the project. "I don't know if we will get 50 or three," she said, but the hope would be culling the list down to the top two choices before January. Currently the summit is undergoing significant construction work on its water and wastewater treatment facility and as they met, construction crews were working outside the doors of the Tip Top House to fill in two 20,000 gallon water tanks before winter. The construction of the wastewater treatment facility will have to wait until the spring, officials said. Fiber optic cable is also likely a new addition with the Cog working with Bretton Woods Telephone Company to co-locate. The good news, Stewart said is "we are getting very close to an agreement…and there is an existing conduit that will work at the summit so not a boulder will be moved." Patrick Hummel of Mount Washington State Park said work is underway to restore the Tip Top House as a museum of sorts to allow visitors to see what it was like up there in the 1800s when it was built. Attendance at the park is generally down this summer after what he said was the "…the second wettest June and July," but a promising fall foliage season coming up. He said the park is down about 7 percent in attendance and revenue from last year. Oct. 15 is the final day of operations, and the park will be closed for the winter. Stewart said she is prepared to sign a one-year lease extension on the summit parking lot with the Mount Washington Auto Road, which is unchanged from this year." *- InDepthNH.org - Fri, Sep 15, 2023 & St. Johnsbury (VT) Caldedonian Record - Tue, Sep 19, 2023 pg. A1 & A6*

Cog Clatter MWC addenda: Washington State Park director Patrick Hummel specifically said weather had attendance down about seven percent... retail sales roughly the same - 6 to 7 percent. However with a month to go until an October 15th closing and favorable foliage forecast he remains hopeful. The Mt. Washington Auto Road' visitor count was reported down with only one "summer" week around a "great" Labor Day. Wayne Presby said the Cog Railroad "actually had a fairly strong season given the weather" - down only 1.5%.

In Anticipation of Hurricane Lee: "Summit conditions calling for triple digit wind tomorrow," Cog brakeman Erich Kenison posted a picture *(right)* on Facebook with the comments. "I'm on the # 9 *Waumbek* engine tomorrow it's gonna be an adventure." ***Icky Scales***: "I'll see you up there. Hanging out on M1 with Scotty P. It's definitely going to be an exciting adventure tomorrow."

September 16th

When the Wind Blows: "Good morning Coggers! Due to hurricane-force winds (72 mph) at the summit, all trains will stay below 5000' today, with a short layover at Waumbek Station (4000') on the way back down. More updates here as they become available." *- Mt. Washington Cog Railway Fb page - Sat, Sep 16, 2023*



Gathering clouds over Waumbek Station, namesake loco at the platform ahead of Hurricane Lee (2023)
- Erich Kenison photo

September 20th

50-feet Set Backs Set Back: Coös County Planning Board Meeting Minutes - "Tara (Bamford) opened the discussion on changing the setback ordinance. She stated the attorney did not think it was a good idea to change the setbacks of properties that abut properties with conservation easements. Tare felt the Planning Board could wave the setback requirement through a Conditional Use permit or the ZBA could grant a special exemption. Mike Ouellet stated that the Board should not change the current setback requirements and future applications could be looked at on a case-by-case basis. The consensus of the Board agreed, and no action was taken. Tara questioned setbacks on non-conforming lots. She felt it was becoming an issue, traditional small camp lots that people were building full size homes on. Tara suggested the ability to grant a conditional special use permit similar to the Town of Colebrook's ordinance. It would allow the Board to grant the permit, but also the ability to add conditions. The Board agreed. PDS - The discussion turned to discussing PD8- unusual areas. The areas listed in the PD8 are already protected areas, making the PD8 designation obsolete. There is no way to add protection to PD8 area. The Cog Railway, Auto Road and Mount Washington summit are unique areas. The Auto Road in Sargent's Purchase is a DDG and the summit needs a zoning district designation. The consensus was to eliminate the PD8 designation but to keep the areas listed for future reference. The Board will discuss PD3 & PD4 at the October meeting. The discussion will include shoreline protection, buffer zones and animal habitats. Tom McCue made the motion to adjourn at 6:56"



September 29th

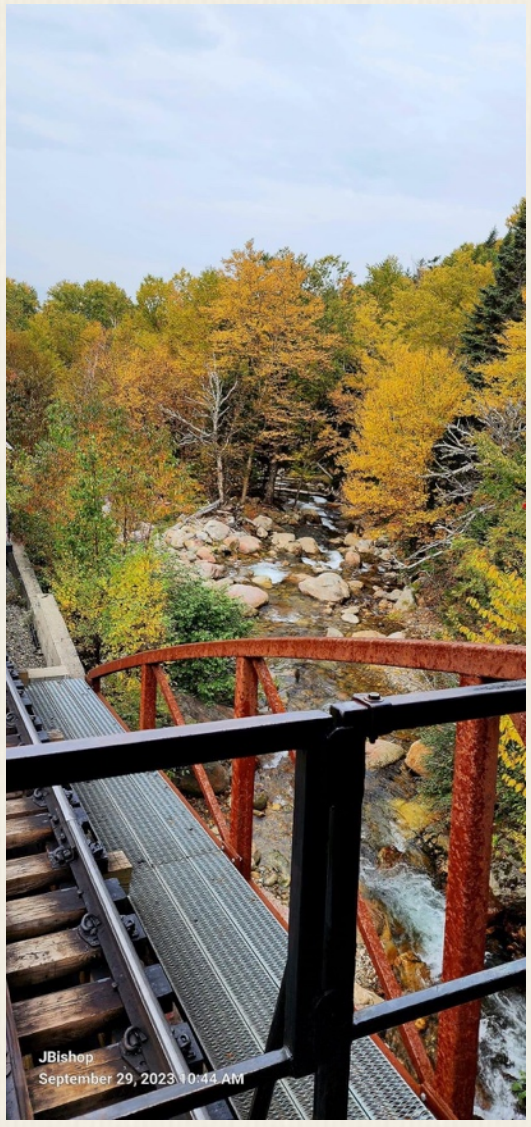
When the Wind Blow: "Good morning Coggers - here's a peek *(above)* at pre-peak week, as M2 set off on the 10:00 trip to the smoke-veiled summit of Mount Washington. Canadian wildfires continue to pump smoke into the atmosphere, creating some subtle and even eerie lighting effects throughout the North Country– it's just gorgeous up here! Peak color should start kicking in next week, and our extended Fall schedule continues daily until the State Park summit facilities close for the long winter on October 15. Then, as long as the weather allows, it's Skyline for us at 5300' until November 1, when daily, winter-long service to our newly expanded Waumbek Station begins." ***Jonathan Hall:*** "Time is running out to book a seat to the summit with the steam engine! I checked last night, not many seats left between now and 10/15." ***Mount Washington Cog Railway:*** "Jonathan Hall true, but that's because we can only run those old beauties three times a day. Our custom-built diesels run much more frequently, and like the steamers in their day, they represent the spirit of innovation and state-of-the-art thinking that built this railway a century and a half ago."

- Mt Washington Cog Railway FB page









October 1st

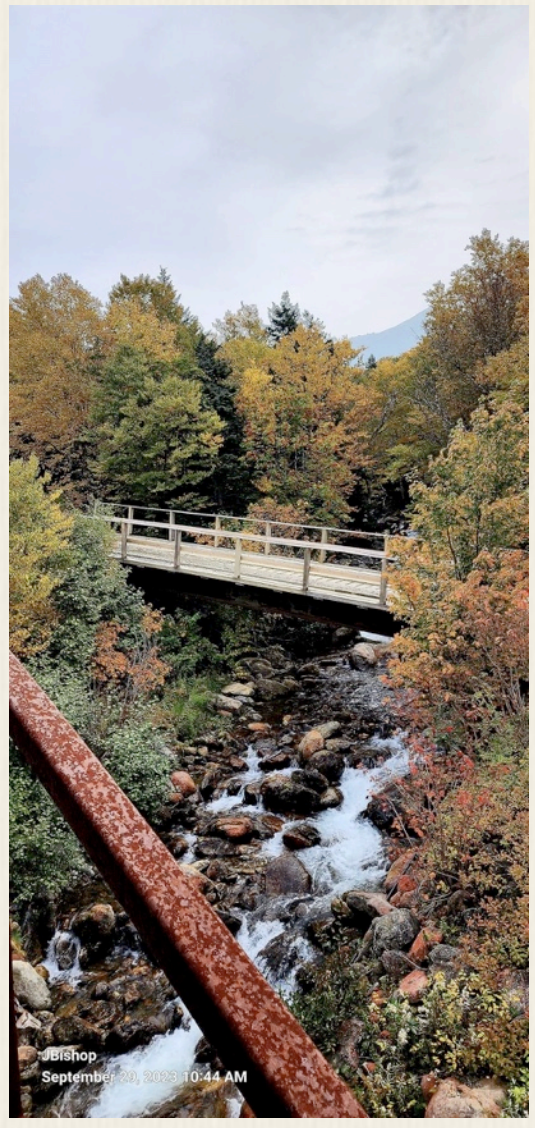
MWCR Touts Foliage: "Peak foliage is just about here, Coggers, and the color is spectacular! Even in black and white!"

- B&W Photos above: No. 9 leaving Marshfield - MWCR & View from Long Trestle - Josh Bihop / Crossing Ammonoosuc River L&R - Josh Bihop)

October 3rd

More Foliage PR: "If you've ever wondered why so many hundreds of thousands of travelers from all across the globe converge on northern New England every autumn, look no further than our Base Station a few minutes ago on this glorious October morning *(next page)*. The summit of Mount Washington closes for the winter on October 15, and tickets on the World's First Mountain Climbing Cog Railway are selling fast – get yours now."

- Mount Washington Cog Railway Facebook







Hiker Jacob Cawvey & companion at summit sign (2023)
- Jacob Cawvey photo / 4k Footer Club FB page

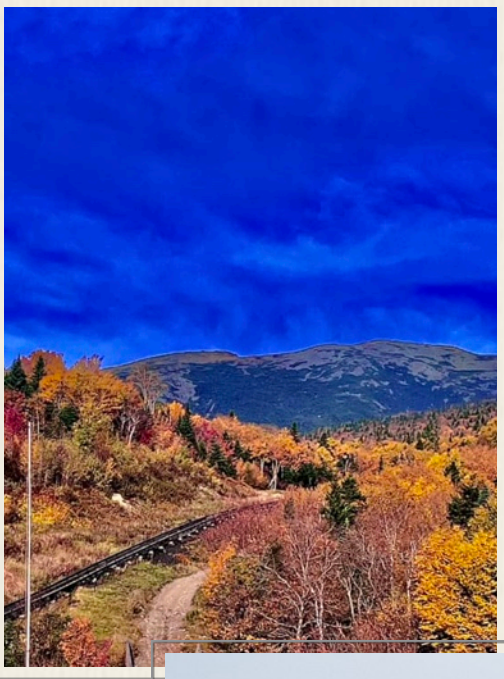
Give Me a Second Sign: *Jacob Cawvey* "I have seen it mentioned before that there should be 2 summit signs on Washington. 1 for hikers and 1 for riders. However I realized this weekend there is 2 (signs). 1 on the front and back and the white dots happen to lead to the one on the back not to the back of the line." ***Misty Monahan:*** "If you are a hiker just cut the line lol. And don't forget to mention how tough of a train ride it was." ***Michael Chiasson:*** "Yeah my first hike up I was shocked to see the giant line. I was sweaty and it was cold up top. Waited for like 20 and gave up." ***April Vander Veur:*** "Wait a couple weeks then hike up. It's a ghost town once road is closed! Best time to go!" ***Heather Lee Chiarillo:*** "I honestly took the train up this year with my mom \, and before always driven up. Never took a pic with the summit sign because I'm still planning on hiking Mt Washington someday soon. And that's the only time I think it would feel right Just my opinion." ***Deborah Stravato:*** "I have actually gone to the front of the line, I think it's ridiculous that people have the audacity to wear hiking gear and back packs to then get off the shuttle or train and go up to get their pic taken at the summit!! The rest of us work hard to earn that picture." ***Jo-Ann Hall:*** "Deborah - sooo you think it's ridiculous for people to carry their belongings in a backpack so they can walk around at the summit, and wear clothing that's appropriate for them to withstand the often chilly weather and uneven ground if they choose to explore a short distance from the train? I'm confused why you wouldn't want everyone to be prepared and comfortable. What skin is it off your nose what they wear as they make their way up Washington the only way they can? Who are you to decide who's "worthy" of wearing "hiking attire"?" ***Lori Reichard:*** "Deborah - what about people who take the cog up and hike down? I hiked it solo last year but saved the summit pic for last week when the bf could make the trip. Took Ammonoosuc Trail down, so guess we are fakers? I don't get the judgment here when u dont know what other peoples plans are." ***Mary Lohan:*** "Deborah - I have hiked Washington and I have brought friends and family via the Cog or a car. Either way I have a backpack. Why begrudge anyone a picture or cut with-



"Mary Lohan - September 25, 2022 lol"
- Karen McCormick photo

out asking? Most people would happily step aside if asked. All the sign debate is funny when I have rarely seen anyone post a picture with the geo marker/pin." ***Karen S Shimer:*** "I go right up to the US geological marker *(previous page)*, stick my boot by it, snap a pic and move on, can't stand the crowds at the top, way too many people, so different than when I hiked it the first time nearly 50 years ago." ***Todd Wheeler:*** "My opinion: the attitude of "well we hiked here so we deserve it more" and potential line cutting as a result is extraordinarily toxic. That picture is just as much a memory for people who are incapable or unwilling to do so - stop being entitled. On top of all that - is the picture really that important? You just made miles of memories and a hundred better stories (and photo vantage points) and this is the hill you want to die on? (not literally)." ***Shawn Niles***: "Todd - It's not an entitlement thing. Hikers have to hike back down. Maybe they're trying to beat the dark. Or they want to keep moving so they don't get cold. There's lots of reasons, some for safety, that a hiker may not want to stand still for 20-30 minutes. If anything, it's entitlement and sorta rude for those that drove up to not have the courtesy to let a hiker go first and continue on their journey." ***Wheeler:*** "Shawn - What you just described is literally the definition of entitlement, in my opinion. If getting that picture was that important to me, then I'd probably plan for that time just like I'd plan for every other eventuality in the Whites. Everyone is up there for their own experience - mine isn't any more valid than a tourist that just wanted a nice train ride." ***Niles:*** "Todd - Then we simply disagree on what entitlement is. And that's ok." ***Jo-Ann Hall:*** "Todd exactly! We hiked it as a family for Flags on the 48 on a bluebird Saturday in 2020 (talk about a ZOO!). We planned accordingly, ate snackies we bought from the summit shop, changed wet clothes into dry, chatted with folks, took people's pictures and they took ours, then headed down. Anyone that's hiking Washington and *doesn't* know what a goat rope it's going to be at the top didn't do their research IMHO."

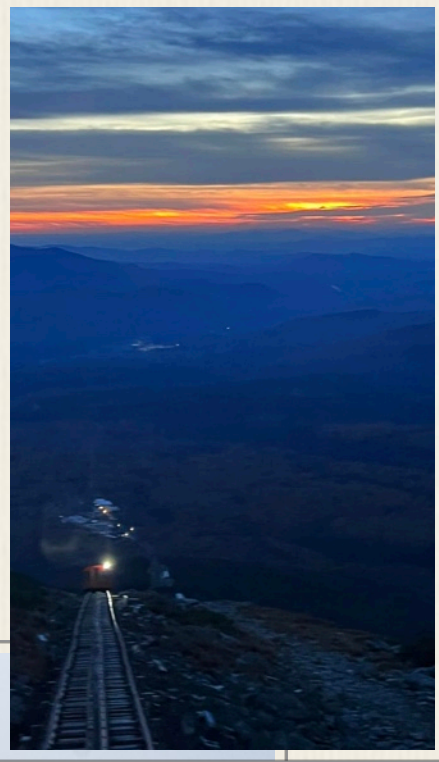
- The 4,000 Footer Club-Climbing and Hiking in New Hampshire FB page - Mon, Oct 3, 2023



October 5th

Sunset Special: Last trains sent up Thursday *(10/5)* up to collect passengers provided Engineer Josh Bishop to invite his girlfriend along. *Kathryn Broe:* "Beautiful night for a train ride." *Bishop:* "It sure was beautiful thanks for joining me for a ride in my train I love you" *Kathryn:* "I love you too" Ms. Broe posted pictures from her ride *(left & right)*

- Kathryn Broe Facebook page - Thu, Oct 5, 2023



October 8th

First Measurable Snow: "The summit saw its first measurable snowfall of the season to-



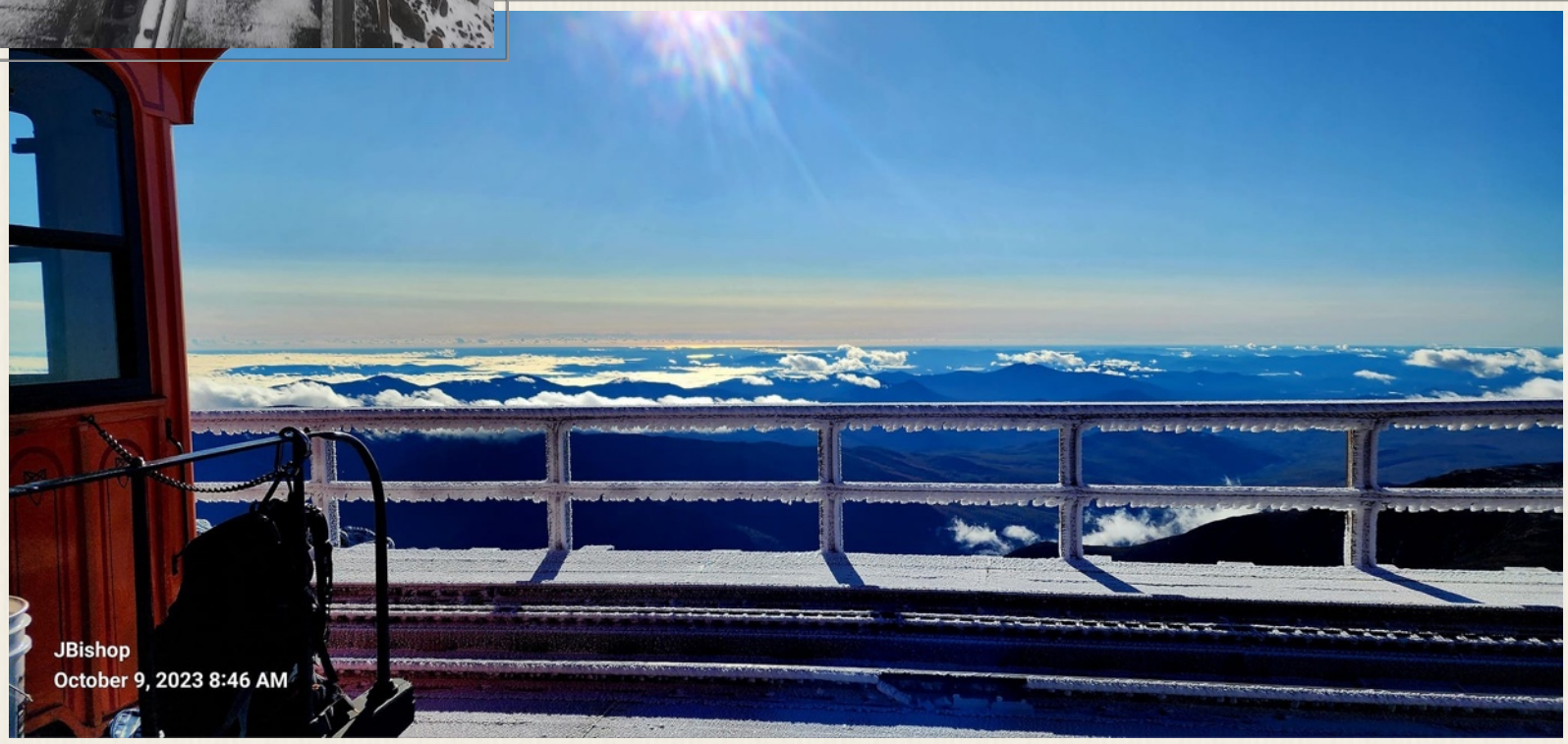
day, with 0.3" of snow measured so far. Below-freezing temperatures, high winds, and fog have also resulted in rime ice for most of the day. Temperatures aren't expected to rise above freezing until the end of the week, but winds will decrease slightly, and skies will begin to clear over the next several days." The Mt. Washington Obser-





vatory post shared by former Cogger Ann Schubert Turner was backed up with visual evidence by Coggers *(Erwin-Marro, Kenison & Scales - next page)* on the job Sunday: brakeman Erich Kenison: "Less than an inch today but 1st snow."

- Facebook pages of Mt. Washington Observatory / Erich Kenison / Icky Scales - Oct 2023





A Blue bird 100-mile Summit morning - two images from Engineer Josh (2023) - Josh Bishop photo

October 9th

Impending Seasonal Changes: "Good morning Coggers! It may be Fall down here at Marshfield Base Station, but it's winter at the summit! Foliage is at absolute peak, while rime ice (frozen fog) is already forming above the trees up top. Our 2023 summit season continues through Sunday, October 15 with some seats still available this week. After that, the State Park facilities up top close up tight for the winter, and our trains will terminate at Skyline at 5300' (weather permitting and at reduced rates). Daily winter service to

Waumbek Station at 4000' begins on Monday, October 30 thru the end of April 2024." ***Sue Suitor***: "Our first grandbaby will be visiting the Cog for the first of many times to see Grandpa John Suitor in action...on Wednesday!!!" ***Kate (Oswald) Reardon:*** "We killed it partner. Go "A Team"! ***Josh Bishop:*** "Kate - yes that we did"

- Mt. Washington Cog Railway Facebook page - Mon, Oct 9, 2023 & Joh Bishop FB page - Mon, Oct 9, 2023

October 13th

Mount Washington Commission: Meeting Friday, Oct 13 at 10 a.m., location Franconia State Park Hdqtrs / **ALERT** The MWC meeting scheduled for tomorrow, Oct 13th is POSTPONED. I will let you know of the new date as soon as I know. Thank you. --Torene / Torene - the old reporter in me is wondering what prompted the postponement? Failed infrastructure at the site? Lack of a quorum? Canadian terrorists? As you can see, my mind takes off to very different places. ;-) Thus, two questions - why? And idea on a re-do yet? Rgds, Tim / No emergency that I know of, but I like your story line better. Don't know why and no idea of a re-do. We do have another meeting scheduled for Nov. 17th, but I don't know if we're going to schedule something sooner. --Torene

- Email exchange - Thu, Oct 12, 2023 after 3:22 pm



Last Weekend of Summit Service: "Good morning, Coggers! Here's a special service advisory for this weekend's final summit trips for 2023. Weather permitting, our trains will be operating as scheduled thru Sunday, October 15. However– the Mount Washington State Park Visitor Center at the summit will be open for indoor shelter and rest rooms ONLY. Late Fall service to Skyline (5300') begins Monday, October 16, and 1-hour round trips to Waumbek Station (4000') begin October 30. Winter trains to Waumbek continue daily through April 2024.

- Mt. Washington Cog Railway - Fri, Oct 13, 2023

October 16th

State Park Closes: "New Hampshire State Parks - Thank you to the 300,00+ visitors who came to the summit this year! Mt. Washington State Park has closed, and our staff has begun preparations for the winter ahead. We'll see you May 2024!" -

- NH State Parks FB page

October 18th

Coös County Planning Board: North Country Resource Center - 629 Main St reet - Lancaster, NH at 6:00 p.m. AGENDA 5. ZoningAmendments. ***Minutes:*** "Most fish habitat in the North Country is good habitat and spawning ground because of the good quality of water. Tara *(Bamford)* reported that Mike Waddell

suggested getting rid of PD3 *(Critical Wildlife Habitat)* & PD4 *(Fish Spawning Areas)* because he felt the setback ordinance was impossible to enforce. The consensus of the Board was to recommend this change. Tara provided a handout regarding vegetated buffers and regulations currently in place that have some protections for riparian buffers. The consensus of the Board was that Tara should draft some language that would incorporate a 25 ft. vegetated buffer into the PD5 rather than have a stand-alone shoreline ordinance like the Board had been working on a few years ago. The Board will have to hold a public hearing on changes to the zoning ordinance before it can go to the Commissioners and Delegation. The Board agreed that they should remove the 100' shoreline setbacks as it conflicts with the PD5. Ed Brisson stated the 100' setbacks were a real problem when designing the Balsams project. He felt the Board should look at exceptions of details in buffer setbacks. He felt currently things are very restrictive. It was asked about all the setbacks of second order streams in the county. The Board feels like they can grant conditional use permits on a case-by-case basis. Mr. Brisson stated the Balsams project is still going forward and felt construction should start in the spring."



October 19th

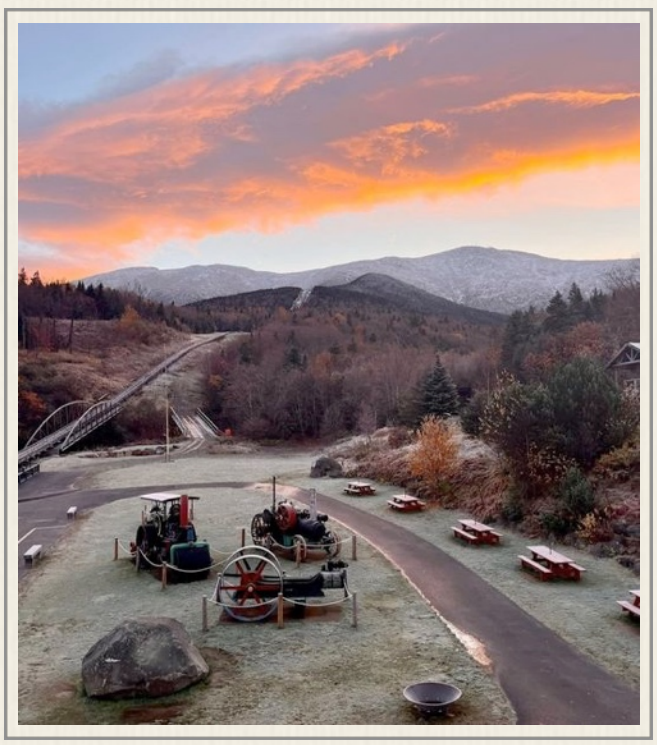
Short Time to Skyline: "It's hard to believe, Coggers, but there's only a little over a week left for passenger trips above trees! Now that the State Park facilities at the summit have closed for the long winter, we're running hourly trains to Skyline at 5300'. Beginning on October 30, our daily winter service to Waumbek Station (4000') resumes through late April, 2024." *- MWCR Facebook page*





October 23rd

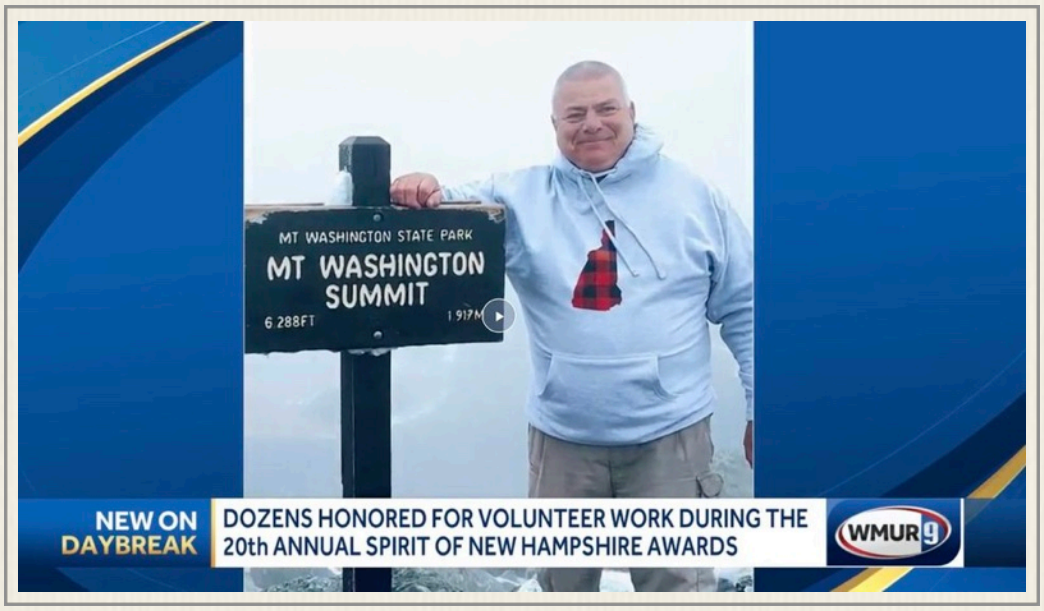
Base Frosting: *Josh Bishop:* "Snow made it all the way to the base of Mount Washington" ***David Clifford:*** "Crap." ***Mill City Weather:*** "SNOW on the Cograilway Cam *(left)* this morning out of Bretton Woods, N.H." *David Kohlbach*: "My wife and I went there years ago and it was 100 degrees at the bottom and 52 degrees at the top and we were freezing and my wife bought a jacket at the gift shop. She just passed away on October 8 2023 and this picture brought back wonderful memories of our trip." *Mary Blum:* "Road on the cog railway on Sunday and it was really snowing and it was beautiful up in the mountains." *James Mayes:* "Why are most people saying they don't want snow. If you live in New England you're going to get snow. Maybe in most places you don't get snow in October or November, but at some point it will snow. If you don't like snow…then don't move to somewhere where it snows…"



October 24th

Powder Dust Dawn: *White Mountains New Hampshire FB:* "A sweet dusting of powdered sugar snow at the The Mount Washington Cog Railway this morning *(right)*" *Brenda Hughes-Blair:* "Still running to the top??" *White Mountains New Hampshire:* "Brenda - not to

the top. They are running their Skyline and Waumbek excursions."



Cog Job Offer: "Congrats to our pal Doug Moreland, retired Woodstock police chief and, as of last night, recipient of the Spirit of New Hampshire Lifetime Achievement Award! Doug was honored for his tireless volunteer work throughout the state, but here at the Cog, he's become somewhat of a fixture in recent years. We are always greatly relieved to see him as the local guide accompanying a busload of visitors to the Railway as part of his tourism work with White Mountains Attractions. That brakeman's job is yours whenever you're ready, Doug!"

- MWCR FB

October 30th

After Dark Park: "It's that time of year again, Coggers, when ghouls and goblins prowl the neighborhood and things go bump in the night. Up here in the Whites, the eerie legends are as deep and dark as an alpine forest on a moonless midnight. Bone-chilling encounters have been reported throughout northern New Hampshire for centuries. You've surely heard the stories, and maybe you've even seen the ghostly faces, or felt the disembodied hands, or sensed the unsettling, lurking "Presence"... Whether by the infamous ghosts of Red Mac, or Lizzie Bourne, or Carolyn Stickney, or by the restless spirit of an anonymous hiker lost long ago, these hills are haunted! But don't just take our word for it - give a listen to the latest episode of *National Parks After Dark* featuring spooky stories from our neck of the woods, available wherever you get your podcasts. But before you listen, maybe just go check to make sure you locked the front door..."



- MWCR FB - Mon Oct 30, 2023 / National Park After Dark podcasts on AudioBoom.com



October 31st

Thrill Ride: "We're not too scared to ride today... are you?" ***Nancy Chamberlain:*** "Well, now I am!" Bet Sea: "This is the best ad *(left)* for the Cog yet!"

- MWCR FB - Tues, Oct 31, 2023

November 9th

Vets Ride Free: "Thank you for your service, Coggers! In recognition of Veteran's Day, active duty and retired military personnel (with ID) ride free all day on Friday and Saturday, November 10 and 11! ***Rick Gardner***: "Thank you, for all the joy you bring this old Vet. I try and get there every yr, if possible. This yr was a very special one, after two heart attacks.. I'm privileged to have served our Country." ***Peggy MacLeod***: "Wear heavy duty winter clothing. This is an awesome ride! So awesome your organization is doing this. Thank you

for recognizing the Veterans on this special day of the year! I'm Canadian and we celebrate our vets as well."
W Billings Lapierre: "I'm with you in spirit! Thanks for thinking of us! I worked there in 1967, 1968 and 1969. Served in the Navy shortly thereafter."

- MWCR FB - Thu, Nov 9, 2023

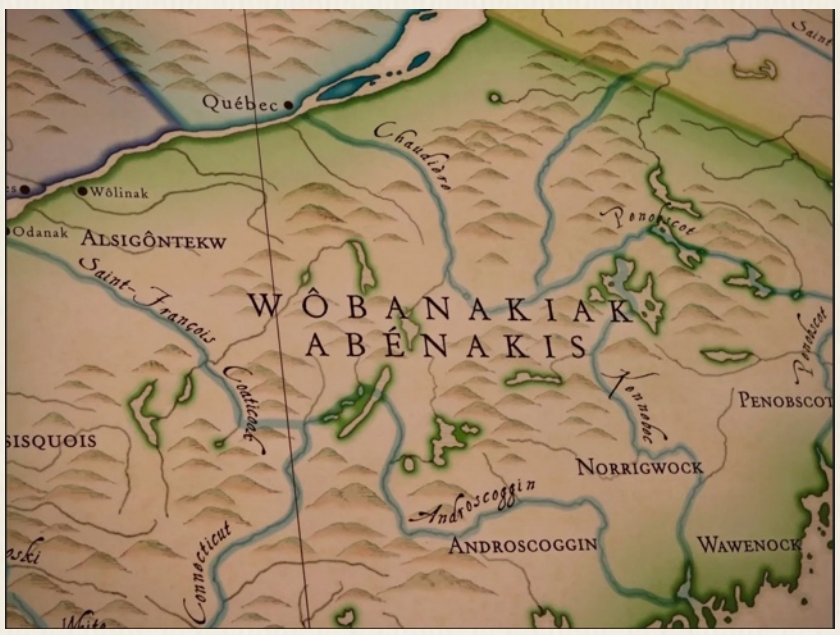


M-7 Abenaki at the Summit on Nov. 7th - a "peek-a-boo morning" (2023)
- Josh Bishop photo



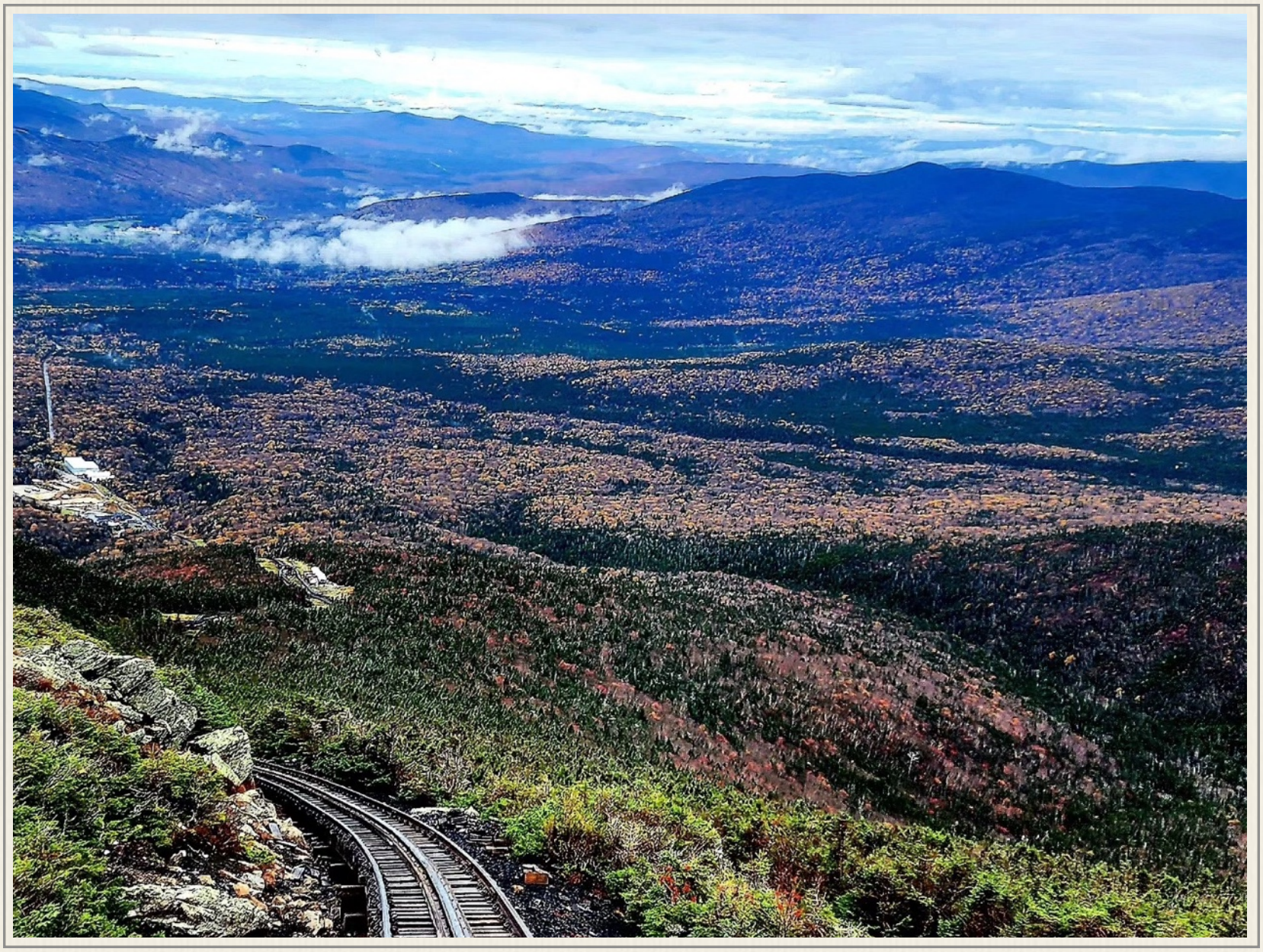
November 15th

Coös County Zoning Amendments Continued: Minutes of Coös County Planning Board Meeting: "ZONING AMENDMENTS: Prior to the meeting, Tara *(Bamford)* emailed definitions pertaining to shoreline to be added to Article III of the Zoning Ordinances. Also emailed were proposed changes, as discussed in previous meetings: Article 6.09 Flexibility in Dimensional Requirements & Article 4.03E Shorelines of Rivers, Streams, Ponds and Lakes (PD5). Tara noted that the changes will make it that the Planning Board would make decisions with ZBA appeals. Paul Grenier liked the proposal; the ZBA should be the appeals board. Leon Rideout noted that the ZBA has certain questions to answer and must follow a process. The flexibility is better for the Board. Tom McCue noted that he is a strong promoter of conditional use. Chairman Rineer stated that Tara had accurately drafted what the Board has been discussing. Tara noted that all changes will be part of the draft zoning ordinances for the Planning Board's review. ***The Chair asked if the Board was agreeable with the change of setback from 100' to 25'. It was the consensus of the Board that the changes were okay.*** *[emphasis added]* Deputy Bert vonDohrmann was at the meeting per the County Administrator's request. Members of the Sheriff's Department have been tasked with the enforcement of building permits. There have been several inconsistencies and warnings have been issued. He suggested that someone review the applications for accuracy prior to approval. He *noted that setbacks that are placed on the application do not necessarily reflect the actual.* The Unincorporated Places is growing at a fast pace and enforcement will be key. Thomas McCue thanked Deputy vonDohrmann for his information and education on enforcement. *Chairman Rineer noted that the flexibility piece being placed on the zoning ordinances* will help with enforcement." Several glimpses of changes being made as to how setbacks are calculated in permits. Setbacks are key piece of the Mt. Washington Cog Railway's proposed Lizzie's Station project along their right-of-way just below the summit off the State Park boundary."



November 17th

Mount Washington Commission: *Cog Clatter* reports: "The Mount Washington Commission says it does not have enough information to support the proposed renaming of New England's highest mountain as "Agiocochook." A petition to the rename Mount Washington was submitted to the federal Board on Geographic Names last spring asking Washington be replaced with the native American name "Agiocochook" arguing an indigenous people's name for the 6,288-foot peak would be preferable to George Washington because the nation's first president was a slaveholder. The issue came to the Commission as they oversee the State Park at the summit of the mountain.





Photos from engineer Josh Bishop's first cloud free run up to Skyline on Oct 18th. Philip Reynolds Jr.: "Little frosting on the mountain !!!" Bishop: "Philip - Has been for about 5 days now it's just been really cloudy so you couldn't see it" (2023)
- Photos by Josh Bishop

The Commission sought input from Native American groups on the renaming, but no one has come forward to speak with them. Kirsch says there is disagreement amongst Native American groups in the region as to who has a right to speak for New Hampshire's original inhabitants. Earlier this month, leaders of the Odanak reserve labeled Vermont's four state-recognized Abenaki tribes as "pretendians" or people who inaccurately claim Indigenous ancestry. *(see VtDigger.org article of Nov 14, 2023)*

Vice-chairman Rob Kirsch told the panel Friday *(11/17)* the federal geographic naming panel was still looking for the commission's answer. The panel voted to follow the U.S. Forest Service's lead and said it "does not support the proposal" due to a lack of information. Commission member Howie Wemyss suggested adjusting the language to say the Commission "does not support nor oppose" the renaming. However, White Mountain National Forest representative Derek Ibarguen explained the US Forest Service chose "a more nuanced" position as it did not have enough information to say yes or no to the idea. Cog Railway president Wayne Presby suggested the premise for changing Mt. Washington to Agiocochook was flawed because while Washington was a slaveholder, Nulhegan band members say the Abenaki



also had slaves. *(The Nulhegan Abenaki are one of the four Vermont recognized tribes the Odanak group says are not truly indigenous.)* The Mount Washington Commission's non-support of the name change joins 100 emails opposing it to two-dozen in favor, along with opposition from several New Hampshire state organizations.



More than five months after $1-million dollars was approved by the New Hampshire Legislature for an environmental assessment of Mount Washington was approved and work began drafting a scope of work for potential contractors, a request for qualifications (RFQ) was finally released this week. The Commission had been growing increasingly frustrated with the slow pace of the Natural and Cultural Resources Department worrying that the DNRC was de-emphasizing the "environmental" aspect of the study which is a key part of the Commission's new 10-year Master Plan for the summit. The schedule to choose a contractor is quick. Qualifications are to be submitted by December 13 – four weeks after the request was made. Interviews with short-list candidates will occur on January 11-12 with a contract awarded on February 2nd with a March 13th start date. Project design completion in the Fall of 2025.

The Commission met in the Mt. Washington State Park's new winter quarters *(below)* on Glen Road in Gorham. DNRC Commissioner Sarah Stewart said a "grand opening" will occur once signage and other renovations are complete, but she and State Park director Patrick Hummel welcomed commission members to their "soft opening" on Friday. Hummel said the Mt. Washington State Park hosted 345-thousand visitors in 2023 – down from 2022 mostly due to the bad weather the mountain experienced. Wayne Presby said Cog Railway ridership was down through August, but September and October were "gangbusters" with October ridership breaking a record set in 2021 to end the season ahead of 2022. A result Presby called "quite surprising."

- Cog Clatter - Sat, Nov 16, 2023



Commission Minutes: "*Master Plan:* Summit Assessment. Dir Wilson said that the Summit Assessment RFQ was released on Wednesday. He thanked the MWC for their input to tie the RFQ more strongly to the intent of the Master Plan. The deadline for questions related to the RFQ is Dec 8th, qualification statements are due Dec 13th, with a contract award on Feb 2, 2024. Albi Fioravante introduced himself and will serve as

the project administrator. He agreed to share questions received by interested consultants with the MWC and other project updates via the Parks RFPs & Projects website. Members interested in serving on the RFQ selection committee are to contact Chair Bergeron and Vice-chair Kirsch. *Fees paid to the State / Capital Improvements / Park Ops.*: Patrick Hummel said that there were no new updates related to Special Use Permits. He reported that their season wrapped up in Oct. The two new 40K-gal. water storage tanks were installed and are operational. The wastewater treatment site is prepped, and the new treatment plant will be installed in the Spring. The Sherman Adams Building (SAB) closed on Oct 15th, with approx. 354K visitors. Visitation is slightly down due to the weather, but retail rallied and is slightly up from last year. *Leases & Agreements:* Dir Wilson said 2024 will be a busy year: a) Mt Washington Auto Road lease of summit parking lots expires June 30, 202, b) AMC lease of Lonesome Lake Hut expires June 30, 2024, c) DES lease for space in the Yankee Building expires June 30, 2024, d) MWObs lease for space in the SAB expires September 30, 2024. *Promotion of the summit:* Members discussed the renaming proposal submitted to the U.S. Board of Geographic Names (BGN). Mr Kirsch has been unable to have Native American members speak to the proposal. He and Chair Bergeron drafted a resolution for the MWC to consider: "The U.S. Board of Geographic Names (Board) of the U.S. Geological Survey has asked the Mount Washington Commission (Commission) to respond to a proposal, received by the Board in February 2023, that asks to change the name of Mount Washington to Agiocochook (Proposal). The Commission has reviewed the Proposal and finds that the materials filed with it do not contain information sufficient to justify the requested name change. The Commission does not support the Proposal." Mr Presby met with an Abenaki member and gave her contact information to Mr Kirsch to see if she would be willing to speak to the MWC. Rep Paige supported the resolution and said that the MWC needs to commit to including the indigenous perspectives into the history of the mountain. Members discussed the resolution further: should we state that we neither support nor oppose the proposal? the response is nuanced; there is a lack of information; we aren't closing the door to reconsideration; a name change will impact businesses who use the name "Mount Washington"; more research is needed; the Master Plan calls for including indigenous culture into the history of the mountain. Mr Bryce said that he has seen interpretive signage at historical sites that acknowledge Native American cultures prior to European settlement and will share that information. Rep Paige MOTIONED to support the resolution, SECONDED by Mr Ellms. The motion CARRIES with one abstention from Mr Ibarguen. *Partner Reports: **AMC.*** Mr Thayer said occupancy is slightly up despite the weather impacts. ***Auto Road:*** Mr Wemyss said the Auto Road is closed for the season. ***Cog Railway:*** Mr Presby said that this is the fourth year that they have offered winter trips to Waumbek Station for year-round operations. They are obtaining a DES AOT permit for the base station project. The Cog Railway is up from last year in visitorship and revenue, breaking their 2021 record. They are working on winter maintenance projects and planning for their Spring projects.

November 18th

Waumbek Wedding: Mount Washington Cog Railway: "Congratulations to Rory and Matt who, along with their families and friends, brightened our Saturday *(11/18)* with their wedding ceremony *(right)* at a foggy, wet Waumbek Station. We were honored to be a part of their very special day!" ***Rory Feeney***: "We cannot thank you enough for such a perfect day. Many thanks to Randy *(Armor)* for helping us organize such a beautiful experience for us and our families we will remember for a lifetime. Can't wait to come back for the anniversary already!" ***Elaine Cormie Barnard:*** "How lucky to be cele-





brating your wedding on the Cog!! Congratulations!!" ***Jenna Milne:*** "What a great idea beautiful bride and groom." ***Christine Lehane:*** "Brings back memories Judy Duncan xxx" ***Judy Duncan:*** "Christine - yes being freezing." *- Mt. Washington Cog Railway FB page - Sat, Nov 18, 2023 - 1:18 pm*



Chuck-Deb Woodman: *"The photo (above) is from Nov 25, 2021. The photo on the next page is from today. Same day, two years later. Amazing that is was bluebird on both days."* ***Cindy Thibeault:*** *"Great idea! Gorgeous! A couple little evergreens missing in the mid ground. The tiny pine by the birch has grown some. Fun comparison. Thanks!"* ***Marcia Partridge Kendall:*** *"It is such a gorgeous area and you captured perfectly!!"* *- u local New Hampshire FB page - Thu, Nov 25, 2023*



Fire Pit at the Base Station *- "wintry view from 2700"" (2023)*
- Andy Villaine photo



December 6th

Clear to the Top: Train Master Andy Vilaine (& Assistant Josh Bishop) just sent down these excellent views *(next page)* of today's snow-clearing operations just below the summit." ***Josh Bishop is with Andy X Vanguard:*** "Today's adventure to the summit of Mount Washington what a gorgeous day" ***John Whalen:*** Mount Washington Cog Railway oh, I've seen this in your shop. It's quite impressive. You've done an amazing job in the new building." ***Kevin Madore:*** "Interesting! I didn't realize you folks were trying to keep the line open to the summit in the off-season." ***Paul Forbes:*** "What the heck are you doing way up there?!" ***Andy X***

Vanguard: "Paul - the real polar Xpress to Santa's workshop at the state park" ***Forbes:*** "Andy - would have to be steam to be real!" ***Shawn Foss:*** "Nice!!! Nice work!"

- MWCR & Vilaine & Bishop Fb pages - Wed, Dec 6, 2023











Xma$ Tree Time: " 'Ho' times three, Coggers, and happy Wednesday! *(12/6)* The holiday season somehow went and snuck up on us again, just like it always does. Erika *(Hubert-Burns)*, our Retail-Elf-In-Charge, tells us that Gift Cards are flying off the shelves, and that many of our most popular holiday items (like our MW2 steam engine ornament) are back in stock. You can check out our vast assortment of keepsakes and Cog gear right here at Marshfield, 7 days a week, or online... Order any in-stock item by next Friday, December 15 for delivery by December 25! And don't forget– Santa will be here for pictures every weekend right up until Christmas Eve! Sadly, the big guy is flying solo this year, with Mrs. C laying low up north nursing an irksome case of chilblains. We wish her well!"

- Mount Washington Cog Railway Fb page - Wed, Dec 6, 2023

December 7th

Miserable Mt. Washington: "Standing 6,288 feet above sea level, Mount Washington is positively short compared to the rampant "fourteeners" of the West's Rocky Mountains. It is, however, the tallest mountain for about a thousand miles, looming large over the surrounding terrain. And its horrid weather firmly trounces that of any grander peak. Kenneth Jones, a longtime board member for the Mount Washington Observatory, which sits atop the mountain, ardently defends the area's claim to the worst weather on Earth. It combines rain, cold, and wind as no other place does, he says. Sure, there are places like Antarctica's Vostok Station, which the Russians claim is the "coldest and most inhospitable place in the world," that are chillier. But Vostok gets almost no precipitation and has winds that blow at a pitiful average of just 11 mph (18 kph). And many other locations are wetter, but they aren't nearly as cold or windy. Mount Washington, on the other hand, has it all. The annual average temperature there is 27°F (–2.8°C), with a winter average of 7°F (–13.9°C), and a record low of –47°F (–43.9°C). This frigid air combines with gusty winds to chill visitors' bones. The average annual wind speed is 35 mph (56 kph), and winds are at or above hurricane force (at least 74 mph, or 119 kph) every other day on average in winter. Then there's the copious precipitation: about 100 inches (254 cm) of rain and 281 inches (714 cm) of snow each year, with fog cover about 60 percent of the time. For nearly 62 years, Mount Washington held the record for the fastest measured wind gust over the surface of the Earth: 231 mph (372 kph). It was dethroned in 1996 by winds from Typhoon Ophelia at Barrow Island, Australia, which clocked in at an astounding 253 mph (407 kph). Mount Washington also has the record for the lowest recorded wind chill in the US, –109°F (–78°C), set earlier this year when the ambient temperature was –47°F (–43.9°C) and the winds howled at 122 mph (196 kph). Such conditions would cause exposed skin and the underlying tissues to freeze in a couple of minutes. The brutal conditions at Mount Washington naturally have attracted the curiosity of scientists. Researchers have shacked up at the mountain's observatory since 1932, meticulously measuring the weather conditions outside, in person, every hour, 365 days a year. When the weather is especially awful—in charmingly masochistic fashion—they venture out every 15–20 minutes. One way the scientists at the observatory fund their operations is by weather-testing products for manufacturers. "If they can survive Mount Washington, they can survive anywhere," the researchers claim. So what explains Mount Washington's worst weather on Earth? First, its lofty standing among its surroundings mightily contributes. "There's not a lot of terrain that's going to slow down the jet stream," Francis Tarasiewicz, an engineer at the Mount Washington Observatory, told PBS Terra. Once the winds of the jet stream arrive at Mount



Washington, they get funneled in by the White Mountains that flank Mount Washington to the north and south. The natural triangle they form constricts and focuses winds directly to the peak. Thanks to the Bernoulli principle, when air passes through a confined space, its velocity increases. Second, Mount Washington rests almost exactly at the midpoint between Earth's equator and the North Pole. "Cold air from the north is clashing with more tropical air to the south," Tarasiewicz explained to PBS. Where warm and cold fronts meet, storms arise. Despite Mount Washington's ominous reputation, it's a lovely place to visit for the avid outdoor-lover or hiker. Just make sure you go in summer!"

- JstorDaily Newsletter - Dec 7, 2023 https://daily.jstor.org/why-the-worst-weather-on-earth-is-in-new-hampshire/

December 9th

Bedors Move On: "After nearly a decade of stewardship by the Bedor family, the Adair Country Inn in Bethlehem is under new ownership. It will continue to stay open to the public as an inn and restaurant. The Adair Country Inn and Restaurant is now owned by Mark and Brenda Johnson of Bethlehem. The Johnson family has been in Bethlehem for over 40 years, spending most of their time outdoors, enjoying all that the White Mountains offers. "We look forward to continuing the legacy and stewardship of this storied property that the Bedor family so expertly cared for over the last decade," the Johnsons stated. "We are excited for this new chapter in our lives and equally excited to begin working with all of the outstanding Adair staff, led by innkeeper Stacey Rachdorf and executive chef Steven Learned. We undertake this endeavor as a family and hope to create lasting traditions for our guests, diners and family alike." Joel and Cathy Bedor owned the Adair for almost a decade. "Joel and I are looking forward to focusing more of our time as active members in the community through our efforts with WREN (Women's Rural Entreprenurial Network) and other area organizations," Cathy stated. "We know the Johnsons will do a great job continuing the legacy of the Adair." The estate was built in 1927 by Frank Hogan as a gift to his only daughter, Dorothy Adair Hogan, when she married John W. Guider. In the last 30 years, the Adair was converted from a home to an inn and restaurant known for a relaxed and inviting atmosphere while offering a locally-inspired menu and the use of the inn for public functions."



New Adair Inn Owners: *From left, Mark Johnson, Brenda Johnson, Cathy Bedor and Joel Bedor stand in front of Adair Country Inn. (2023)*
- Courtesy photo

- St. Johnsbury (VT) Caledonian Record - Sat, Dec 9, 2023 pg. A9



December 12th

Fulfillment?: "Lost in a thickening haze of outgoing gift cards and Holiday orders, Erika, our Gift Shop manager, came up for air for a moment to remind everyone that the last day to order from our online Gift Shop for December 25 delivery is this Friday, December 15!" *- Mt. Washington Cog Railway FB page - Tue, Dec 12, 2023*



December 13th

Flaky Ambassadors: "We heard that after yesterday's *(12/13)* informational visit to Waumbek Station, this very happy group of Granite State Ambassadors *(right & next page)* is considering changing the organization's tag line from "It's always sunny in New Hamp-



shire" to "It's always SOMETHING in New Hampshire". It was indeed snowing sideways up at 4000' yesterday, but a good time was had by all nonetheless. GSA volunteers are the helpful folks you see at visitor centers and other public locations around the state. They are a real boon to the NH tourism industry. You can learn more about the program, and how to volunteer at...

https://nhgranitestateambassadors.org/become-a-gsa-volunteer ***John Whalen***: "Wow, cool pics of full on winter on the Cog." Jane Labbe: "BRRRRR..... looks like everyone had a BLAST!!" Stephen Otis: "It's Always Beautiful in God's-Country, no matter the current what weather might be!"

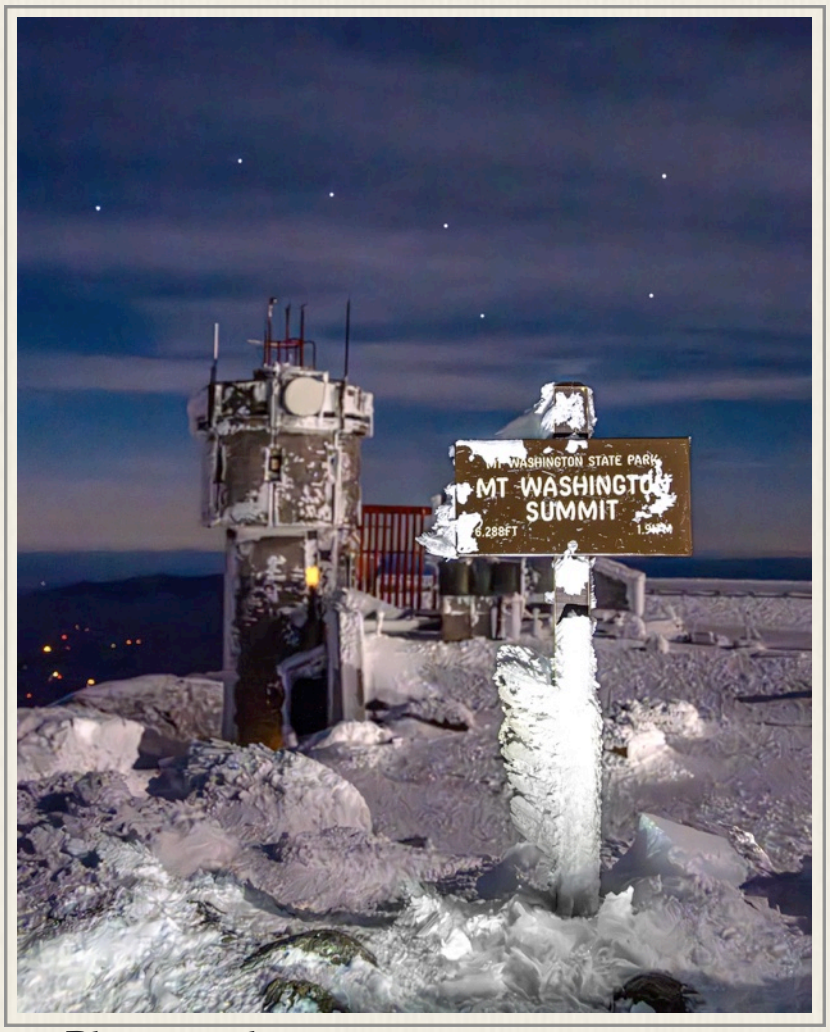
- Mt. Washington Cog Railway Fb page - Thu, Dec 14, 2023

December 14th

State Solicitation: Hadley Barndollar reports: "Following the completion of a new master plan for the Mount Washington summit, the state Division of Parks and Recreation has issued a request for qualifications for a future assessment and recommendations for improvements. The 52 acres on the summit of the highest peak in the Northeastern U.S. is known as Mount Washington State Park. Management of the park and its facilities has been under the jurisdiction of the Department of Natural and Cultural Resources Division of Parks and Recreation since 1964, with assistance from the 12-member Mount Washington Commission. Last year, the commission submitted a new master plan, as it is required to do by law every 10 years. Now, the state is looking for architectural, engineering, environmental, and planning specialists to perform an assessment that examines the state park's condition and will serve as a baseline and resource for future planning. Some of the key components the Department of Natural and Cultural Resources wants addressed in the assessment are analysis of contaminated groundwater and soils around the summit, options for restoring alpine flora, considerations for the anticipated consequences of climate change, building and infrastructure surveys, and opportunities to address damage to and deterioration of the summit environment. Other objectives include a visitor use survey; enhancement of ecosystem protection through pathways, trails, and signage; recommendations for energy-efficient technologies and encouraging the lowest possible emissions at the summit; evaluation of fuel needs; and an estimate







Benjamin Williamson Photographer

• December 1, 2023 •

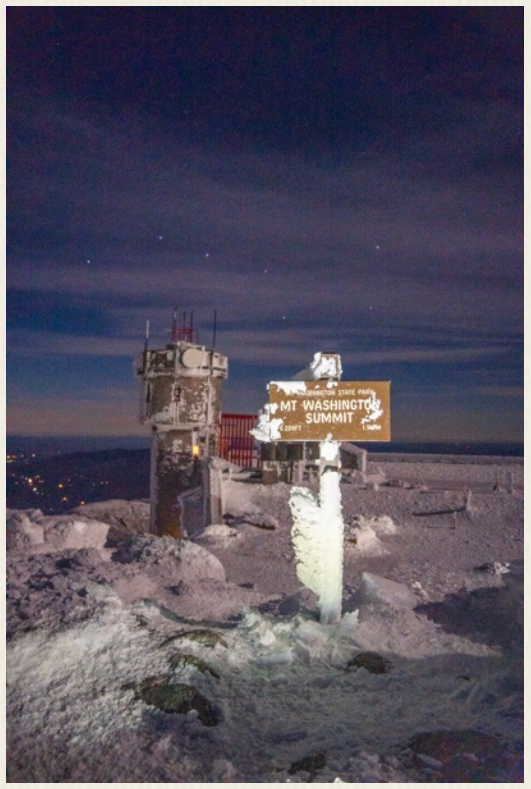
Polar Express *(above left) Williamson: "While coming down Mount Washington the other night, I kept looking back over my shoulder at the moon. A beautiful halo was forming around it and it looked absolutely spectacular. We decided to take the path beside the Cog Railway down because we wanted to bask in the moonlight, and we were able to forgo headlamps completely because it was so bright. I turned around as we got towards the bottom and snapped this long exposure with just the cell phone. It turned out pretty great with no editing. You can even see the snow sparkling!"* ***Kevin John Frederick****: "Really does suggest a train to somewhere special. Great shot!"* ***Jill Turner Odice:*** *"That is absolutely stunning! Love the sparkles, pure magic!"* ***Cindy Nelson:*** *"Great photo of a rare Moon Dog: a lunar halo caused by the refraction of moonlight by hexagonal-plate-shaped ice crystals in cirrus or cirrostratus clouds."* ***Susan Taylor Carrier:*** *"Pretty great for a cell phone pic!!"*

• December 3, 2023 •

Big Dipper over the summit of Mount Washington *(above right) Williamson: "One of my favorite photos from the nighttime hike up Mt. Washington was this classic view of the summit sign, with a twist. I had no idea that the big dipper would be perfectly placed in the frame. Because I was photographing with such a shallow depth of field, the stars in Ursa Major were out of focus, and therefore much larger than they would have been if everything was tack sharp. I improvised with lighting by laying my headlamp down in the snow. It was such a beautiful night, and reminded me a lot of my time on Katahdin last year, especially the unexpected alignment of a major constellation and being up there with JRM Photography. I am a lucky guy."* ***Christopher Smullen Photography****: "How is it that ZERO other stars are visible?"* ***Bill Gannon:*** *"Christopher Smullen Photography - It's unlikely." (see right).* ***Mary Ann:*** *"Bill Gannon And the stars are on top of the clouds..."* ***Doris Plourde Ash:*** *"Honestly, with all there is in our world to cause consternation, I can't believe someone would choose to grouse about "manipulation" of a photo. For me, this photo gives me the rare opportunity to see something I'd never otherwise see. And for just a few minutes, I can revel in its simple beauty and forget about everything else. That's a gift."* ***Meredith Nava:*** *"Doris Plourde Ash - well said."* ***Bob McCourt:*** *"Meredith Nava The first problem is nobody would ever see this. The second is if you're going to manipulate a photo then you should state that. It's a case of being honest. As an amateur photographer myself a photo like this without an indication it was manipulated makes me wonder how many other photos of his are fake."* ***Ashley Lalus:*** *"Beautiful Photo. Nevermind the haters. I've been on that summit and in the presidential range numerous times. I have never been disappointed with it's beauty. Always something spectacular to see."* ***Peter Beal:*** *"I do astronomy and photography and Photoshop and that's all I will say.*



Good effort." ***Mary Ann:*** *"Peter Beal Exactly. The stars in FRONT of the clouds kind of gave it away."* ***Susan Ouellett:*** *"I hate BS. You can't believe anything anymore. Even photos. Would've been a great photo without the manipulation."* ***Benjamin Williamson Photography:*** *Susan Ouellett So much anger! Why? What is 'manipulation'? Isn't adjusting exposure manipulation? Shutter speed? ISO? This is all manipulation. Even allowing the camera to dictate the processing of the visual information into a digital file, that's manipulation, too. Here's how the image looked out of the camera with some adjustments mostly to bring out shadows. As you can see, all of the information was there, it just needed to be helped into, actually, making it look more like I saw it. I try to adjust images to appear realistic, because I think that's photography's greatest strength, the connection we feel to reality, which may be tenuous, but nonetheless deeply felt."* ***Mike Hagan:*** *"Benjamin Williamson Photography rarely will we see a photographer show a photo before editing huge props to you man and even bigger props to the expertise you bring with your skills to make the picture look as if it were through my own eyes. Keep up the great work!"*



of future capital investments."

- Concord (NH) Monitor - Thu, Dec 14, 2023



Rainy Day Cog Cam *- frame grab at 2700"" (2023)*
- Mt. Washington Cog Railway FB

December 18th

Weather Closure: SEVERE WEATHER ALERT, MONDAY DECEMBER 18: The Railway is closed today due to severe flooding on Base Station Road. Do not attempt to drive to Marshfield Base Station!" ***CK Welch***: "I can confirm that it's not a good idea to drive to Marshfield at this time. When I left just over an hour ago the water was over the road in 3 or 4 places." ***Hannah Niemi:*** "Holy shit , bring ya snorkels and life jackets to work !! Be safe !!" ***Nancy Delp:*** "COG ISN"T RUNNING" ***Kim My:*** "I can only imagine what the falls look like" See picture at right and below courtesy of ***Andy X Vanguard:*** "Flood chronicles. Stranded at Mount Washington Hotel!" ***Faith Boisvert:*** "At least you'll be safe. The notch is probably flooded." ***Patrick Kelsey:*** "Holy shit dude! I haven't seen the ammo this high since Oct '17. This is higher tho!" ***Andy X:*** "yeah we bested that one by a bit" ***Kelsey***: "I've never



seen upper falls that high. Jesus" ***Christian Judson:*** "Holy cow. A lot higher than 2018 when we all drove our trucks threw" ***Denise H Bilquin***: "I hope that is not a Cogger *(below)* stuck in the water!"

- Mt. Washington Cog Railway FB page - 11:00 am / Andy X Vanguard FB page - Mon, Dec 18, 2023





December 19th

Schedule Resumed: "It's the calm after the storm, Coggers! After yesterday's historic flooding, we're back in business. Trains are running on schedule today, starting with the 10:15 departure to Waumbek Station. Be aware that there are still some road closures and detours in the area, so be sure to allow a little extra travel time if you"re coming up this way." ***Karen M. Cail:*** "I'm surprised. I lived in the White Mountains for eleven years and the Cog always shut down after the fall season."

- Mt. Washington Cog Railway Facebook page - 10 am



2023

December 20th

Coös County Zoning Amendments: AGENDA for December 20, 2023 meeting at North Country Resource Center - 629 Main Street - Lancaster, NH includes ZoningAmendments and Mt. Washington Summit Road – Conceptual Plan for a project in Green's Grant. ***Minutes:*** ZONING AMENDMENTS: Tara *(Bamford)* reviewed with the Board the minor changes. Chairman Rineer asked if the attorney had reviewed all of the changes. Tara replied that the attorney had only reviewed the setback changes. It was the consensus of the Board that the attorney review all of the changes in time for the public hearing scheduled for Wednesday, January 17, 2024.





December 24th

A Presby Cog Christmas Eve: General Manager Ryan Presby and his family make an afternoon run up to Waumbek Station for hot dogs, toasted marshmallows, some last minute suggestions to the guy in the red suit, and plenty of photo opportunities on the day before the big holiday. Photos courtesy of Donabeth Presby.





December 28th

Snow Be Gone?: Paul Forbes: "Hell yeah" ***Mark Amico:*** "Where's all the snow?" ***Forbes:*** "Mark - the rain along with warm weather last Monday took it" ***Julie Ellen:*** "What's the temperature up there ?" ***Forbes:*** "Ellen - 46" ***Gary Fullerton:*** "Not a good sign for winter tourism…"



2024



January 1st

Global Ridership - Oops: "Happy 2024, Coggers! Every year we get a little misty-eyed on January 1, the day we remove the pins from our Visitor Map in the lower lobby. Each one of these colorful little dots represents the hometown of someone who rode our train in the previous year. Today we got so misty eyed, in fact, that in the midst of all the blubbering, we accidentally deleted the shot we just took of the 2023 map before we took all the pins down!! No matter, because it looked just like the 2022 map pictured here *(left)*. Anyhoo, 2023 was yet another one for the books, with over 160,000 guests coming from all corners of the planet to ride our modest little first-in-the-world mountain climbing Cog Railway. Meeting happy folks is the best part of our job, whether they come from these parts here or those parts somewhere else. We're ramping up to do it all again, and in a big way– 2024 is a very special year for us, and we'll have exciting news along those lines shortly. Stay tuned!" *- Mt. Washington Cog Railway FB page - Mon, Jan 1, 2024*





January 2nd

Snow's Back - You, too please!: "OK Coggers, it's safe to come back! Everything's white again, and we have it on good authority from a certain mountain-based weather station that the next scheduled rain event won't be until April 31, 2024, from roughly midnight until 4am. So looks like



Tonight's Sunset: *Debbie Gosselin: "Art - Oh my goodness! You really are the luckiest person I know! That view is breathtaking!!" Richard Crandall: "Is this from your house? Poltrack: "Yes" Keith Modugno: "Incredibly beautiful. Some day you'll tell me how you ended up there from Stamford. White Mountains were a constant family summer vacation destination as I was growing up, and I've actually walked across most of the Presidentials. A long time ago." Fanny Blaggie: "Always brings back beautiful memories." (Jan 2, 2023)*
- Arthur Poltrack photo



Lenticular Cloud *over Mount Washington this morning (Jan 2, 2024)*
- John Remington photo / u local New Hampshire FB page

it's clear sailing for our winter wonderland for the foreseeable future– YAY! Waumbek trains run daily every 75 minutes from 9 until 2, with extra service on Saturdays." ***Kim Murphey:*** "Is this what is currently looks like? We want to ride tomorrow *(1/3)*" ***MWCR:*** "Yes" ***Sharon Boyed:*** "Are you sure? I thought they *(meteorologists)* said something about Feb 30th *(rain)*, as well." ***MWCR:*** "Sharon -Typical weather people. Can't agree on anything, even if they're staring out the window at it." -
- MWCR Facebook page - Tue, Jan 2, 2024



Sunset *over Marshfield Station evening (Jan 2, 2024)*
- Josh Bishop photo

January 5th

The Project 155 Reveal: "Good morning Coggers - we have some exciting news to share! July 3, 2024 marks the 155th anniversary of the first passenger train to arrive at the summit of Mount Washington. The creation of the World's First Mountain-Climbing Cog Railway was a seemingly impossible feat celebrated far and wide, one that continues to fascinate visitors from all over the world more than a century and a half later. To mark the occasion, throughout 2024 we'll be focusing our attention on the visionaries, the stewards, and the innovators who imagined, built and continue to maintain and grow this remarkable example of American ingenuity. Thanks to the exhaustive research of historian Tim Lewis and his reliance on contemporary, primary-source material, we now have an intimate and authoritative record of the genesis of the railway through periods of growth, challenge, and rebirth, and the persons and personalities responsible for all of it. Each month, we'll be excerpting portions of Tim's work and publishing it on our website at https://www.thecog.com/project-155. On that same page, you can also sign up for our new e-mail newsletter to receive more timely information about what's going on at the Cog, special offers, and a



new blog! Our celebration will culminate on September 14, 2024 with a very special commemorative event open to the public, the details of which will be announced at a later date. All of this will expand the story of a modern operation rooted deeply in the past, but always with a keen eye focused on the future. The Mount Washington Cog Railway– since 1869, truly THE ROUTE OF INNOVATION." ***Brian Charland***: "You people are doing an Awesome job!!!" ***Rick Gardner:*** "If we build it, they will come..!!"

Cog Blog Debut - a Bit Damp: "On this pre-storm Friday afternoon, we have even more exciting news for you, Coggers! The first post on the new Cog Blog is now live! It's a first person adventure story, as recounted to us by Train Master Andy Vilaine, about a recent major weather event that showed a bunch of us what we're made of (hint: it's 90% water!) Check it out now at www.thecog.com/the-cog-blog/

Of Strange Bedfellows and Soggy Coggers - Jan 5th: "Coggers are certainly no stranger to the "World's Worst Weather" – we're generally desensitized to severe conditions others might find alarming. Running any railway, especially one on Mount Washington, requires constant readiness to adapt to unique, demanding, and rapidly evolving circumstances. With the historic deluge that submerged northern New England on Monday, December 18th 2023 we had all of that and more, catching even the most seasoned and hardened of us with our Carhartt Double Knee Work Pants down *(Ed. note: see Timeline entry for pictures)*. When I arrived for work early that Monday, it was just another stormy morning, with winds howling and rain falling at considerable rates – certainly nothing new for us. A sizable, downed tree limb hanging high on the power lines along Base Station Road suggested the likelihood of an outage, also a common occurrence. The plan was to open and operate our normal winter schedule to Waumbek, running on generator power at Marshfield Base Station if necessary. Guests would not get the 5-state, hundred-mile fair weather view, they'd get better than that –an up close, dramatic peek at the real, wild Mount Washington, safely and with warming huts and complimentary hot refreshments at Waumbek Station! After assisting the shop and train crews rolling out the **day's consist ?,** plow truck operator Joe *(Houghton)* and I set out to assess the conditions at all the usual high water trouble spots along Base Station Road. What we found was disturbing–the mighty Ammonoosuc River had become a swollen, raging torrent of brown water and debris flowing ferociously at levels and locations we'd never seen before! New streams had found paths of least resistance across the road itself. Our initial "roll with the punches" assessment had now shifted towards real concern – it looked like we'd be facing flooding on a dangerous level. While our elevated track system is immune to heavy rain or snow melt, our access road is not, and would soon become impassable in multiple spots. Based on prior experience with the October flood of 2017, I was particularly concerned about one notorious low spot just below the Omni Mount Washington Resort that floods reliably even in a normal storm. I phoned vacationing General Manager Ryan Presby, who had just been in contact with NHDOT, and we made the call to shut down and send everyone home before the rapidly collapsing conditions forced the state to close the road entirely. The goal now was to contact the day's customers to re-book their tickets, to get the trains safely tucked away indoors, and to get staff on their way home before they became stranded. What I didn't know at the time was that escape to dry ground was already no longer possible. One of

our guys found that out the hard way when his sedan's tires quickly lost contact with the road while attempting to cross an unusual flooded spot adjacent to Fabyan's Station Restaurant. With his car hydro-locked, he floated helplessly in the frigid water until emergency personnel pulled him out of his car to safety. With the Base secured, the remaining 20 employees were outbound on the Base Road, pulling up short due to deep water near the employee entrance to the Omni Mount Washington Resort. We knew that the Hotel had also been cut off from Route 302 by flooding across their main entrance, so detouring through their parking lot wasn't an option. We'd all soon be looking for an alternative plan to get out to the main road. Joe, along with our mechanical engineer Caleb *(Gross)*, backtracked to investigate two narrow, unpaved forest roads close to Marshfield Station. I followed in my personal truck. Not surprisingly, Jefferson Notch Road was closed and gated for the winter, and Mount Clinton Road was out of the question due to raging flood waters not even half a mile in.

We turned back, stopping quickly to check the river at Upper Falls, a popular swimming hole notorious for dangerous swirling currents even on low-flow days. What looked like technical class 5+ whitewater had breached the rocky pool and even swamped the pedestrian bridge! It was the highest water level any of us had ever seen there, leaving the three of us with an apocalyptic sense of awe. Meanwhile, the hotel employee entrance was accessible, just before the flooded intersection with Route 302 (and our colleague's car still bobbing gently in the current). But hotel security had set up a roadblock and would not let any of us pass. We'd heard that most area roads were impassable, and Crawford Notch to the southeast was underwater. Reality quickly began to set in: we'd become a bunch of castaways on our own access road, stranded at a high spot between several new bodies of water! It was around this time that a familiar tune started looping through my head. It was the theme to Gilligan's Island– not the one they played on TV, but a more ominous version in a dark minor key. I even lip-synched along with the refrain – "a three-hour tour… a three-hour tour" as The Cog's own three-hour summit tour suddenly occurred to me. Coincidence? I thought not.

It fell to me to break the news to the group that we were well and truly stuck. And it fell to GM Ryan to unstuck us. He arranged rooms at the hotel for all of us, two-by-two, which brought to mind another famous respite from another devastating flood many eons ago. And like the parting of the Red Sea (I know, mixed Biblical metaphors), the security cordon happily cleared the way for paying customers. With a dry path before us, our sad little caravan of refugees rolled onto the hotel grounds. At the check-in desk minutes later, we all side-eyed each other nervously, anticipating an awkward sleepover at which we'd be learning things about our workmates that we'd rather not know. All because of a little water. OK, a lot of water. A convivial, hours-long group lunch at Stickney's eased that tension a little bit, but not by much. Meanwhile, I could not sit still. After ensuring that everyone was accounted for, I decided to take advantage of the swanky digs and blow off a little steam at the hotel gym. I stopped in at the gift shop to pick up some appropriate outfit, maybe something flattering in Spandex, but was quickly reminded of the swankiness of the digs – even a simple pair of sweatpants would have set me back a C note! Figuring Ryan would balk at picking up that tab, I bought myself a basic pair of shorts for half that.

Back at Stickneys, by 4:30 the mood had turned gloomy and the sky outside had turned dark. However fine the accommodations, nobody seemed to be looking forward to spending the night away from home. Even wide-eyed Corbin *(Marro)*, who said he had never seen a chandelier or even a hotel lobby, seemed down in the dumps – after all, he would be rooming with Marc *(Hartford)*. The overall vibe was depressing, so I went outside to check on the storm, and was immediately heartened by what I saw– the rain had slowed to a drizzle. One of the kitchen workers taking a cigarette break told me that some of the least severe flooding on 302 to the west was clearing (although it would be another week before 302 east through Crawford Notch down toward North Conway would be reopened). I went back inside and conveyed the news to the gang, and before I got the words out of my mouth, nearly 20 anxious Coggers had bolted and were high-tailing it up three flights of stairs to collect belongings from their rooms. Out at our vehicles, we formed up bumper-to-bumper, making sure the lead driver would be extra vigilant approaching any standing water. Then slowly, cautiously, but with a steely resolve not unlike that of Sylvester Marsh in the early days of his unimaginable mountain-climbing Cog Railway, we set off boldly into the unknown.

Now, a postscript. Almost all of us eventually made it home that night. Anyone heading west toward Bethlehem, Littleton and Vermont, or north to Whitefield and Lancaster had little difficulty. Route 3 south in Twin Mountain was blocked by police vehicles, but local traffic was waved through. I didn't even attempt to head east through Crawford Notch on 302, instead taking a wide, 3-hour detour around the flood zone: first



Red Sky in the Morning: *"...Sailors take warning." Mary Louise Formisano: "Why?" Gordon Champion: "Red sky at night, sailor's delight. Red sky in morning, sailors take warning. Thanks Art - Been a while since I heard that. Here in Phoenix I get the deer in the headlight look whenever I utter those words." Erich Kenison: "Aye matey" Fanny Blaggie: "So warm but mysterious" (Jan 9, 2024)*
- Arthur Poltrack photo

north to Gorham, then east and south through western Maine, finally crossing back into New Hampshire near North Conway and my home in Jackson. I seem to recall blowing through a couple of yelling and screaming police blockades, but I might be misremembering that. Chris (**who?**), however, our unfortunate colleague whose wrecked car was still bobbing gently in what some of us were beginning to call Lake Fabyan, only managed to make it home to Portland via cab and Uber– get this– 36 hours later. We had all made it through our second hundred year flood in six years, and other than Chris, we were all back at Marshfield the next morning, ready, willing, and able to resume the business of doing whatever it takes to operate one of the world's great rail adventures. *Trainmaster Andy Vilaine"* ***Sue Suitor:*** "That was a nicer version than the one i heard.....lol" ***Danielle Boisvert-Perkins:*** "Sue - I agree Sue!!! I certainly won't forget it." ***Sue Suitor:*** "Danielle - from what John said I can believe it!!!!" ***Patricia Peters Johnson:*** "Wow - what a story! In late October, we stayed at the Hotel and visited the Cog, so we can relive this adventure with you. Excellent story telling - reminds me of Tim Cotton's wordsmithing!" ***Maryann Berry Saulle:*** "I agree, it does sound a lot like TC!" ***Mt Washington Cog Railway:*** "sorry to disappoint, but it's AI" ***Patricia Peters Johnson:*** "Artificial Intelligence? I am surprised!" ***MWCR:*** "No, AI – Actual Intelligence." ***Johnson:*** :-) ***Gary Symonds:*** "Seems odd that security would only let "guests" on property during such a time." ***MWCR:*** "To be perfectly honest, we do present as a pretty ragged ensemble." ***Patty Clark:*** "Great story! Not necessarily the situation"
- Mt. Washington Cog Railway Facebook page - Jan 5, 2024

January 13th

Weather Shutdown: SEVERE WEATHER ALERT, Saturday, January 13: Mother Nature is throwing the kitchen sink at us today, Coggers, so we're shutting down early (noon). Service to Waumbek Station is cancelled for the remainder of the day. Tomorrow is looking much better, so we'll be back at it, ready for the first train ate 9:00.
- Mt. Washington Cog Railway Facebook page - Jan 13, 2024



Snow Removal *morning (Jan 10, 2024)*
- Josh Bishop photo



Sugar Topped *Mt Washington (Jan 12, 2024)*
- Lorig Basmajian photo / Facebook

January 17th

Coös County Zoning Amendments: North Country Resource Center - 629 Main Street - Lancaster, NH at 6:00 p.m. AGENDA: Notice is hereby given in accordance with RSA 675:7 that the Coös County Planning Board will hold a public hearing on January 17, 2024 at 6:30 p.m. at the North Country Resource Center 629 Main Street (on Route 3) in Lancaster, N.H. to receive input on proposed amendments to the Zoning Ordinance for the Unincorporated Places of Coös County, New Hampshire. The amendments would:

(1) Make minor editorial corrections and updates throughout the Zoning Ordinance and define additional terms.

(2) Replace the 100-foot shoreline setback and PD3 Critical Wildlife Habitat and PD4 Fish Spawning overlay districts with performance standards within the 100-foot PD5 Shoreline overlay district, including a 25-foot vegetated buffer, and pesticide and fertilizer restrictions.

(3) Eliminate the PD8 Unusual Area overlay district.

(4) Enable the Planning Board to grant Conditional Use Permits for reductions to setbacks in certain specific situations. *(This is likely where the current 25-foot setback could be adjusted downward.)*

Hearing Minutes: Chairman *(Scott)* Rineer asked Tara Bamford to review the proposed changes described in the public notice. She also noted four additional changes to the draft that did not require another hearing. There were two typos and to "remove "public roadway" from definitions and replace the term with "street" in the sign section." Tara also thanked Ed Brisson for his review of the document and noted wording that should be included in the shoreland section: The following definitions to be added to Article III:

Ground cover: Any herbaceous plant or any woody seedling or shrub generally less than 3 feet in height. Ground cover shall not include lawns, landscaped areas, gardens, invasive species as listed by the department of agriculture, markets, and food in accordance with RSA 430:53, III, exotic species as designated by rule of the department of environmental services in accordance with RSA 487:24, VII, imported organic or stone mulches, or other artificial materials.

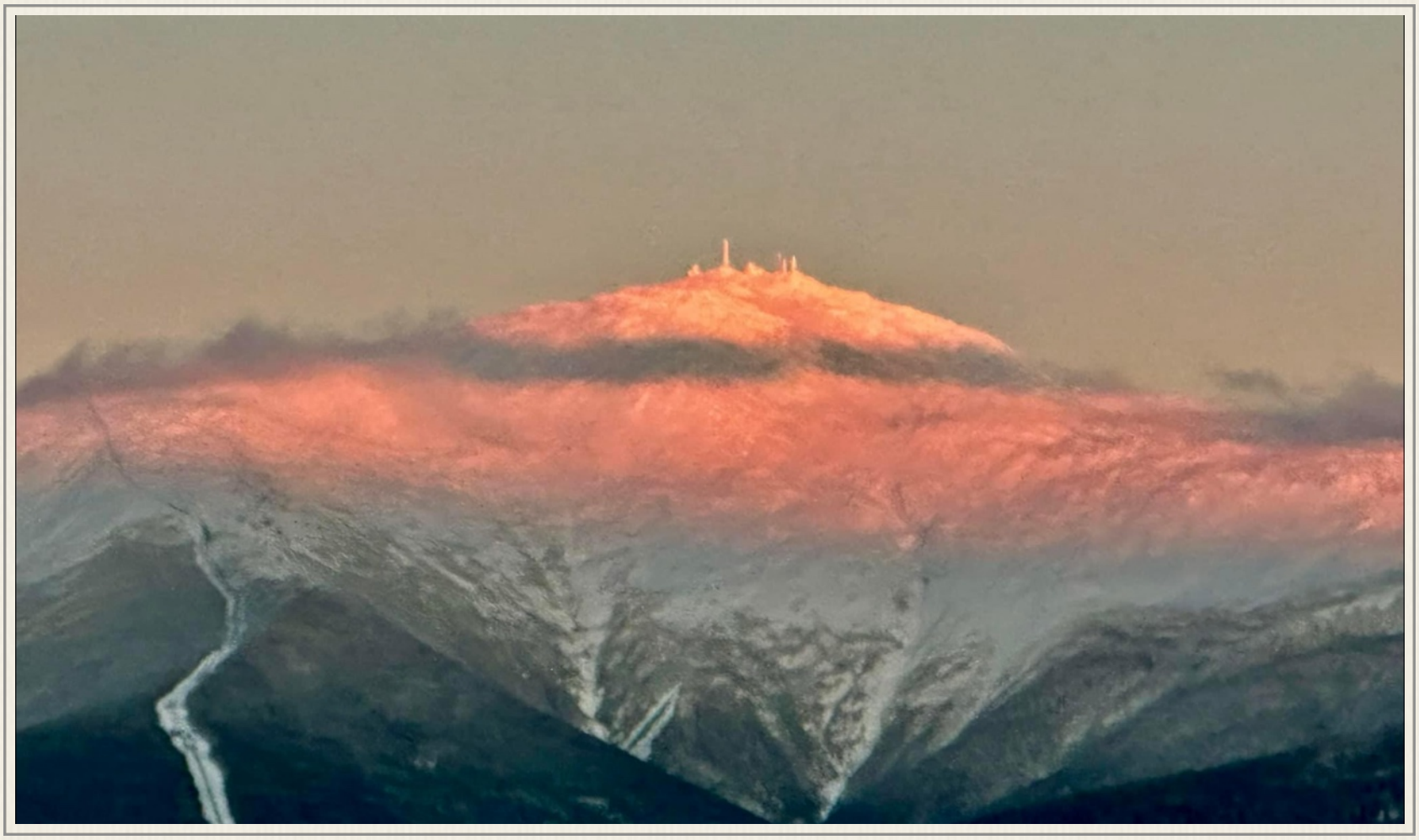
Ordinary high-water mark: The line on the shore, running parallel to the main stem of the river, established by the fluctuations of water, and indicated by physical characteristics such as a clear, natural line impressed on the immediate bank, shelving, changes in the character of soil, destruction of terrestrial vegetation, the presence of litter and debris, or other appropriate means that consider the characteristics of the surrounding areas.

Reference line: The water surface elevation established for the water body by NH Department of Environmental Services.

Stream order: Shall be determined using the New Hampshire hydrography dataset archived by the geographically referenced analysis and information transfer system (GRANIT) at the Complex Systems Research Center of the University of New Hampshire and developed by GRANIT in collaboration with the Department of Environmental Services.

Chairman Rineer asked if there were any public comment.

Jake DeBow, NH Fish & Game Regional Wildlife Biologist on behalf of NH Fish & Game opposed the proposed changes to PD3 and PD4 zones as well as all stricken wildlife related language from the zoning ordinances. NH Fish & Game does not feel the proposed performance standard set-in place by PD5 is inadequate for meeting the same level of protection to critical wildlife habitat as that provided by PD3. He said the proposed performance standards do not meet the recommended practices for water resources set forth by *Good Forestry in the Granite State*, a document comprised of recommended best management practices for forestry in New



Alpen Glow *Mt Washington (Jan 15, 2024)*
- Art Poltrack photo / Facebook

Hampshire. The department requested more time to provide adequate input to the impacts of these proposed changes and that the Planning Board table any votes on these changes until further discussion has occurred.

Tara Bamford noted that enforcement concerns began the conversation on PD3 and PD4. There was extensive legal review in 2017/2018 whereby PD3 and PD4 needed to be mapped better or needed something better than maps. If the Board wants to keep PD3 & PD4, it will need to find a way to map them.

Mike Waddell stated that the Board's consensus was that it did not want unnecessary regulations. He noted that there had not been any problems, but the Board should meet with Fish & Game to alleviate its concern. ***Thomas McCue*** noted that the zoning ordinances are for the use of land. PD3 & PD4 comprise four pages of regulations and the Board is concerned who will enforce these regulations.

Tara Bamford noted that if the Board were to choose to table PD3 & PD4, it would not affect the other amendments. Bamford also added that deer yards are not part of PD3, and updated maps have not been provided to the Board.

Ericka Canales stated that consultation is key and asked if it would be possible to include consultation instead of enforcement in the regulations. ***Mike Waddell*** replied that the New Hampshire regulations must be followed, and Tara Bamford keeps the Board consistent with statute.

Kevin Evans, Dartmouth College Forester, also expressed his concern over the changes. He would have appreciated interaction with the planning board prior to this public hearing. He suggested getting rid of PD5 and keeping PD3 and PD 4 because PD3 is very important. The largest deer yard is in PD3, which is a historic deer yard that has not moved.

Mike Waddell stated that no matter where one purchases land, there are maps that tell one what one will be regulated on and where one will be regulated. The goal of the board is to set forth enforceable zoning regulations and Mr. Evans is referring to environmental standards. ***Mr. Evans*** continued that he has followed these maps for years and is now being told that the maps are no good. ***Tara Bamford*** replied that the maps produced by Mr. Evans are mapped for Second College Grant, Atkinson & Gilmanton, and Cambridge. She added for the board's information that the PD3 is a 400' setback from those mapped streams. She had a diffi-

cult time getting the board to agree to a 25' vegetative buffer. Bamford said that while these areas may be mapped by NH Fish & Game, the Planning Board has not adopted them as zoning maps. ***Bennett Lohmeyer***, licensed forester, said these are critical areas that have been identified by NH Fish & Game. If the Planning Board makes any changes, this should be kept in mind.

Arnold Davis questioned if a decision had to be made after the public hearing. ***Chairman Rineer*** replied that more than likely a decision would not be made. The public hearing is part of the process.

Julie Evans encouraged maximum setbacks everywhere. She encouraged to find the best solutions and voiced her opposition to amending protective districts 4, 5 and 8.

Abby Evandow testified in favor of keeping environmental protections. Chairman Rineer closed the public hearing at 7:39 p.m. and opened the meeting for planning board members discussion.

Mike Ouellet made a motion to table/continue further discussion and review on PD3 and PD4 stating that that is in the best interest of the constituents; however, wanted to move forward with rest of the proposed changes to the zoning ordinances. There was no second at this time.

Mike Waddell reiterated that there is distinction between a zoning district and environmental protection. He asked Tara Bamford to communicate directly with Fish & Game and inform the Board of those discussions. Ms. Bamford stated that it would not be productive for her to communicate with Fish & Game yet. She advised that the Board read their information carefully, look at the maps that show/don't show PD3 and PD4 and look at the maps that Fish & Game would like included. Thomas McCue suggested that the Board invite Fish & Game and members of the public to offer for any amendments as the Board continues to work on the proposals. He noted that zoning ordinances are regulations on what property owners can and cannot do with their land. A lot of time has been spent on these changes.

Ericka Canales noted that Fish & Game should come to the Board with a proposal.

Thomas McCue continued that if the rest of the changes are passed at this meeting, there could be limbo. Where will PD 3, 4, 5 and 8 stand? Will the old ones still be in line? The reason for changes had to do with complaints related to enforcement, not just zoning. Zoning is the Board's responsibility. He is uncomfortable with this mish/mash.

Representative Tierney noted that concerns have been expressed for PD3, 4, 5, 6, 7. ***Tara Bamford*** noted that there were no proposed changes to PD6 or PD7.

Thomas McCue stated that all the work that has been done on the zoning ordinances has been noticed in the public meetings every month. He also noted that most people have said that PD3 & 4 is working fine without the regulation. Does the Coös County Planning Board have to exercise over this jurisdiction or is it needed? What the Board was looking at by and large was the enforcement standpoint. ***Mike Waddell*** suggested approving everything but the PD3 & PD4.

Paul Grenier noted that there has been conflict with people purchasing property and not following the ordinances. Enforcement is an issue. He suggested continuing with the review of PD3, 4 & 8 and pass the others.

County Administrator Mark Brady noted that a lot of time, energy and money has been spent on the review of the PDs. There are legitimate reasons and rationalization for the proposed changes and that while the Board may choose to pass some of the changes, it should work with Fish and Game to address their concerns on PD3 and PD4. He reiterated that enforcement is a real issue that impacts the County and Sheriff's Department budget and staffing.

A ***motion*** was made ***by Mike Ouellet***, ***seconded by Arnold Davis*** to continue discussion and work on PD3 and PD4 and to accept the rest of the proposed changes to the zoning ordinances except for PD3 & PD4. ***Ericka Canales*** noted that changes will need to be in sync. ***Tara Bamford*** noted that it would work by leaving 3 & 4. The motion passed in the affirmative. *(Ed note: a copy of the draft zoning ordinances discussed at the January 17 can be found in Jitney Years Vol. 5 Documents)*



Sunrise *Mt Washington, the Presidential Range & Hotel (Jan 22, 2024)*
- Dana Clemons photo / WhiteMountainPhoto.com

January 19th

What's in a Name?: Nancy West reports: "The agency responsible for standardizing geographical name spellings throughout the federal government has decided against a proposal by a New Hampshire woman to change the name of Mount Washington in Coös County to Agiocochook, but did say it can be used on federal products alongside the official name. In a letter to Kris Pastoriza of Easton, the U.S. Board on Geographical Names said: "We regret to inform you that the U.S. Board on Geographic Names, at its Jan. 11, 2024 meeting, did not approve your proposal to change the name of Mount Washington in and on the White Mountain National Forest to Agiocochook. The decision cited the local and State opposition to the change, a lack of input from federally recognized Tribes, and a reluctance to change a longstanding name. The members noted that the name Agiocochook is recorded as a variant name in the BGN's database entry for Mount Washington, and as such it is permitted to be shown, where warranted, on Federal products alongside (or below) the official name."

Pastoriza said it was unlikely the board would support her proposal. "Given the letters sent from the various New Hampshire agencies to the BGN, opposing the name change, it seemed very unlikely that the federal government would support it," Pastoriza said in an email Friday. She quoted from the portion of the letter stating Agiocochook can be used on federal products alongside or below Mount Washington where warranted. "Anyone is also free to call any mountain by any name they wish, or no name at all, and might find they see it more clearly," Pastoriza said. She had also proposed Baker River be changed to Asquamchumauke, which has not yet been voted on by the BGN.

Eight commissioners for the state and the executive director of Fish and Game drafted letters of opposition to changing the name of Mount Washington and the Baker River. They included the Departments of Safety, Education, Transportation, Natural and Cultural Resources, Environmental Services, Administrative Services, Business and Economic Affairs, Health and Human Services. Some claimed the name change would increase danger in search and rescue missions and loss of tourism revenue, which Pastoriza said were unsupported by data. Pastoriza urged the U.S. Board of Geographic Names to change the name of Mount Washington to Mount Agiocochook as it was known by native Americans before European settlement, because the first U.S. President owned slaves, and that the name for the Baker River be changed to the native Asquamchumauke River, noting Lt. Thomas Baker, for whom it is now named and his troops destroyed a Pemigewasset native village near Plymouth in 1712." *- InDepthNH.org - Fri, Jan 19, 2024*

Mt. Washington Commission: *Cog Clatter* reports: "Applause broke out amongst members of the Mount Washington Commission Friday morning as word arrived of the U.S. Board of Geographic Names' decision to not change the name of Mt. Washington to Agiocochook. The Commission consults and advises the State in the management of the 60-acre State Park at the summit of New England's highest mountain. The panel voted



in November to tell the Geographic Names board that it did not have enough information to support the name change. The Commission includes so-called Summit Partners who's companies and organizations bring visitors to the park and transmit from antennas on the 6,288-foot peak. The Mt. Washington Commission reaffirmed its master plan position to continue to research the significance of the Summit to indigenous people and incorporate that knowledge in educational efforts at the park. *Park Operations:* The Commission spent the bulk of their meeting at the Franconia Notch State Park headquarters discussing when the summer season for the Sherman Adams Building would begin. The Mount Washington Cog Railway has asked the State to open the building earlier in May than the Friday before Memorial Day Weekend. In recent years, the Cog has operated through the winter with visitor excursions to Waumbek Station at 4000-feet and then running trains to the Summit to deliver 8,000 riders in May. Wayne Presby said a former state park manager, Mike Pelchat would open "as soon as you could get up there, but the *(building)* opening kept sliding and sliding *(back)*." The Auto Road said they "would be all for opening sooner." Climate change has allowed cars and vans to traverse the 7-mile road in May and two weeks later into the fall. Road representatives think an earlier opening would "be a great addition" to the mountaintop experience. The Mt. Washington Observatory maintains staff through the winter and hosts overnight visits to the building by snowcat. Obs Director Drew Bush said an earlier opening would not be a problem for them. In fact, Bush said it would give school groups a chance to visit the weather station in May, rather than squeezing the field trip into the busy last two weeks of school in June. Albi Fioravante, who's overseeing the $1-million dollar environmental assessment of the Summit, suggested school trips might also occur in the normal September - October season. Parks Director Brian Wilson said an earlier opening is "under deep consideration" and was not impossible, but "poses a number of challenges" - mostly financial - involving completion of winter building maintenance projects and larger payroll. Former N.H. Parks Director, now public panel member, Phil Bryce said the parks have changed since manager Pelchat opened with the spring arrival of the partners' vans and trains. "There's much more focus on cost," said Bryce and the parks "need to operate efficiently... what's the financial impact and can you get staff?" Commission chair Ed Bergeron suggested the conversation continue at their next meeting in March so the spring visitation data can be assembled. "The parks system is working every year to expand the seasons," said Natural Resources Commissioner Sarah Stewart. "Hopefully we can come up with a consensus so all the partners feel is equitable." Commissioner Stewart is also hopeful an environmental consultant will be under contract by the March 22nd meeting at the Auto Road Visitor Center in Gorham. Stewart said the State received seven submissions. The top 3 candidates will be interviewed next week. Stewart said the environmental assessment is now "a little different than the Commission expected, but it will achieve the goals" the panel laid out in the Master Plan.

- Cog Clatter - Sat, Jan 20, 2024

Commission Minutes: *Master Plan.* Summit Assessment. Commr *(Sarah)* Stewart said that DNCR received seven submissions to the Assessment RFQ. The selection team includes Mr *(Rob)* Kirsch and will interview the top three consultant teams next week. Mr Kirsch said that the consultants offer diverse experiences and perspectives. Dir *(Brian)* Wilson added that all the firms recognized the importance of the MWC, and the baseline assessment will include the summit partners. DNCR Public Works Administrator Albi Fioravante offered to provide the MWC with project updates. *Park Ops.* Park Manager Patrick Hummel and his staff are doing winter maintenance projects, including re-flooring, painting, signage, retail orders, a POS system, and new radios. The Wastewater Treatment Plant Operator position closes on Jan 30th. They are changing their mailing address from the P.O. Box to the Gorham Office location. The new fuel storage tanks will be delivered next month. Mr Hummel is working with the Bureau of Historic Sites and DNCR's new curator to develop a display plan for the Tip Top House. They found a 1853 Tip Top House visitor log at the State archives office. Commr Stewart suggested that a project work update be given at the MWC September meeting. Mt Washington State Park's planned opening is May 24th. The Cog Railway asked if the park could be opened earlier due to the interest from schools to visit the summit while in session. Members discussed this at length. Mr Hummel

expressed concerns regarding operational challenges, variable weather conditions and public safety in early Spring, and off-season project impacts. Could the SAB be partially opened for access to the restrooms and the museum? Dir Wilson replied that the retail and food service operations are essential revenue sources for the park. Mr Wemyss said that the Auto Road opens for the season as soon as they are able. Mr *(Chris)* Thayer said that the AMC opens its high elevation huts on June 1st, but that the mid-May Victoria Day weekend brings a lot of hikers to the White Mountains. Mr Ryan Presby provided historical dates of early park openings and Cog attendance during May operations. Mr *(Phil)* Bryce said that Parks has focused more on its costs and operating more efficiently. Mr *(Chris)* Ellms asked if the summit attractions would consider subsidizing the park. Mr Wayne Presby said that the Cog has offered assistance to Parks on numerous occasions. Dir Wilson said that logistics are a factor in that the base of park operations is located in Gorham, therefore, access to the summit from the Auto Road side is easier. He said that an early opening is not impossible, but does have its challenges. Mr Bush said that the MWObs has gotten more requests from schools interested in visiting the summit: the school visits are typically short, and students usually bring their own lunch. Chair Bergeron asked that this item be added to the March agenda and that the summit partners provide additional data and budget considerations. Partners were encouraged to be flexible, creative and equitable.

January 29th

Just Plowin' Along Pt. 1: "Myself *(Josh Bishop)* and Andy *(Vilaine)* tried making it to the summit today but the ice was to hard and thick we made it about 2/3 of the way up. What a cold beautiful day above the clouds." ***Ken Holland:*** "Is Andy wearing a coat?" ***Josh Bishop***: "Ken - 2 coats and bibs lol" ***Patrick Hummel:*** "Ken -he's losing his edge" ***Dave Moody:*** "Ken - Josh only had a T-shirt on." ***Josh Bishop***: "Dave - lol close only a sweatshirt" ***Holland:*** "Dave -I'd expect that!"

- Josh Bishop FB page - Mon, Jan 29, 2024





January 30th

Snow Globe "Ice on the office skylight *(next page)* created a wintry abstraction as M1 pushed the pink coach up to Waumbek Station this morning. Winter service to snowy Waumbek continues daily!" ***Paul Forbes:*** "Looks like a snow globe!" ***Mount Washington Cog Railway:*** "Paul - Don't say that, somebody will shake us!" Paul: "Mount Washington Cog Railway the Cog is unshakable!" *- MWCR FB page - Tue, Jan 30, 2024*



January 31st

Just Plowin' Along Pt. 2: "Good morning Coggers – As you might imagine, running a daily train schedule throughout the winter on a mountain notorious for its crazy weather requires a bit of extra effort, most of it happening behind the scenes. Of that, maintaining our 6 mile long access road rates high on the list of cold weather priorities. So perhaps you can understand why we're so happy to welcome Marc *(Hartford) (left)* to the bevy of beauties (Ryan *[Presby]*, Andy *[Vilaine]*, Joe *[Houghton]* and Josh *[Bishop]*) who show up early to plow the road and the parking lots so the rest of us can get to work, and so all of you can enjoy a trip to Waumbek Station. If you pass any of these guys as you make your way to Marshfield, give them a toot or a tip of the lid. Just keep it under 90 (way under, like 35), take it easy on the curves, and be on the lookout for that wicked "thank-you-ma'am" about halfway in." ***William Howard:*** "Awesome man helping with plowing the auto road photo" ***MWCR:*** "That's Base Station Road, bud." ***Cj Cunningham:*** "William - auto road?? your in the wrong part of town lol" ***Pete Kosewski;*** 'Was better when we could snowmobile the whole road from Fabians!' ***Andy X Vanguard***: "Pete - best of both worlds now road is open and there's a snowmachine trail all the way to the Cog" Patty Ann: "Pete - Those were the days!" *- Mt. Washington Cog Railway FB page - Wed, Jan 31, 2024*





February 13th

Fire Code: "Good Tuesday *(2/13)* morning, Coggers! Whoever said that a bunch of shiny new red fire extinguishers destined for snowy Waumbek Station aboard a white train on a grey day *(left)* wasn't worth a snap? Not us, apparently."
- Mt. Washington Cog Railway FB page - Tue, Feb 13, 2024

February 17th

Hiker Rescue: "New Hampshire Fish and Game said Saturday, 22-year-old Cole Matthes of Portsmouth, was hiking in the Ammonusuc Ravine on the western slope of Mount Washington when he fell and was injured. After the fall, Matthes called 911 and requested help. Due to poor reception, very little information could be obtained, except he had an injury and needed help. This call was sent to a conservation officer along with the GPS coordinates of Matthes' location. The coordinates showed Matthes was well off trail in a drainage ravine west of Westside Trail and north of Crawford Path at approximately 4,500 feet in elevation. Calls were made to conservation officers on the Advanced Search and Rescue Team, Androscoggin Valley Search and Rescue Team, and Mountain Rescue Service to start a response. Calls were then made to The Mount Washington Auto Road and The Cog Railway to make preliminary thoughts about the best option for getting rescuers up the mountain. It was decided that



***Team One** (above) assembles after ride up. **Team Two** (below) follows as darkness falls. (2024)*
- Andy Vilaine photos



thes could not be heard. A while later, Matthes called again, and the reception was barely clear enough to understand that he was no longer at the same location but had made his way to the Lakes in the Clouds Hut and was below the building in the emergency shelter. It was also confirmed that he still needed help. A radio call was made to the initial rescue team to make their way to the hut instead of going off the trail toward the original coordinates. A short while later, the second train with the second group of rescuers was dropped off and started across the Westside trail. Conditions on Mt. Washington as this first team started across were sustained winds at 90+ MPH, a wind-chill of -52 F, and an ambient temperature of -9 F. These conditions do not allow for exposed skin and require proper gear and experience to survive. The first rescuers met with Matthes at the Lakes emergency shel-

due to the location, The Cog Railway would be best. The Cog Railway was willing to start a special train, mount a snow blower on the front, and bring rescue crews up to the crossing of the Westside trail. This offer would save the rescue teams many miles of strenuous hiking, and the offer was gladly accepted. As rescue crews responded to The Cog Railway, it was determined that two trains would be utilized. An early team *(left)* would clear the path and get started to the GPS location while the second rescue crew would get relayed up after. After the first crew had set off on foot from the train on the Westside Trail *(right)*, another call came in from Matthes. The call was transferred from Matthes via 911 to the Conservation Officer coordinating the rescue effort. Again, Mat-



***Cairns** along the Westside Trail Feb 17th. (2024)*
- Andy Vilaine photo



***Waiting & Watching:** The Ammonosuc Valley view as two Cog trains await return of rescue party from Lake of the Clouds with unprepared hiker on Feb. 17th. (2024)*
- Andy Vilaine photo



ter at 6:17 p.m. The rescue crew relayed that Matthes was not injured but suffering from hypothermia and was wearing many layers of frozen clothes, including frozen hiking shoes. Over time, the second wave of rescuers arrived at the emergency shelter, and it took over three hours to slowly warm Matthes. Matthes had to be stripped of his wet, frozen clothes and placed in rescuers' extra gear. His boots were thawed out so that his frostbitten feet could return with the dry wool socks rescuers had put on for him. After being fed and filled with warm liquids, Matthes was brought down the Ammonusuc Ravine Trail with assistance, leaving the hut at 9:45 p.m. The rescue crew arrived at The Cog Railway base station at approximately 10:50 p.m. Twin Mountain Ambulance was at the Base Station and initially treated Matthes for hypothermia and frostbite. After multiple recommendations that he go to the hospital, Matthes refused treatment and "signed off" that he did not want to be treated. Matthes was released from the ambulance and brought to his vehicle at 11:38 p.m.

NH Fish and Game Sgt. Glenn Lucas said, "Matthes made numerous poor decisions regarding the hike he planned in the White Mountains. Matthes did not have the proper gear, equipment, weather planning, or critical decisions to keep himself out of harm's way and move in the right direction on a dangerous mountain range. Matthes saw other groups turn around and say, 'The weather isn't worth it.' But he decided to keep going." - *https://patch.com/new-hampshire/portsmouth-nh/portsmouth-man-rescued-90-mph-winds-help-cog-railway?*



Fish & Wildlife photos illustrate TV coverage on Mon, Feb 17th. (2024)
- Video Frame grabs from WMUR-TV

The Mount Washington Cog Railway assisted in this rescue of a hiker. We brought members of The Fish and Game advanced search and rescue team, the Androscoggin Valley search and rescue team and Mountain Rescue Service up to access the West Side Trail on the Shoulder of Mount Washington and Mount Clay. The victim in need of rescue was willfully, unprepared for the conditions, even a pleasant winter day above Treeline. Yesterday wins were gusting at times and excessive 100 miles an hour on Mt Washington with a wind



chill around -50. Please heed warnings about conditions on these higher summits, and be properly prepared so as to not put your and others lives at risk. ***Christopher Marshburn:*** "Please tell me that guy is going to get a bill for all theses efforts to save his life. Even after suffering hypothermia and frostbite refused to go to the hospital." ***Andy X Vanguard:*** "Christopher -Yes, I do understand that there will be financial charges due to being so unprepared." ***Dave Moody:*** "Hopefully he froze his willy off so he can't create more dumbasses!" ***Beech Hill Automotive:*** "AWESOME JOB! the north country is very fortunate to have the cog gang to pull off this dangerous rescue! 100 mph winds and deep snow shows how serious this trip was! cant thank them enough!" *- Andy X Vanguard Facebook page - Sun, Feb 18, 2024*

February 18th

WTF: "Day 2 of Presidents Day weekend is off to a brilliant start, Coggers, with lots of snow and bluebird skies. So why are we all shaking our heads in disbelief on this lovely Sunday morning? Read the (previous) article linked for a clue. We were proud to play a small role in yesterday's hiker rescue, but everything, EVERY-



Fish & Game conservation officer Levi Frye, left, and Jeremy Broughton, from Androscoggin Valley Search and Rescue, prepare to head out on a rescue mission at the Cog Railway base station, Saturday, Feb. 17, 2024 (2024)
- Sgt. Glen Lucas/New Hampshire Fish and Game via AP

THING about the ordeal was wrong– most emphatically, the fact that it was even necessary in the first place. The lives of nearly a dozen individuals were placed in great jeopardy due to the stupendously bad choices made by this young man. While we certainly wish him well in what may be a long and difficult recovery, we also hope against hope that by his example, others will not be so foolish. Sadly, our experience suggests that will not be the case. We've said it before, and we'll say it again now: Mount Washington cares not a whit about your adventurous soul. The only chance of survival this person could hope for yesterday rested in the selflessness, strength, and expertise of a small team of mountaineers. If you know someone who serves with any of the volunteer or professional organizations mentioned in the article, please give them an extra hug or pat on the back for us. True heroes truly do walk among us." ***J.P. Boudreau:*** "The kid is very fortunate that it all worked out and should get a nice big bill for the rescue. Hats off to you all!" ***Sandy Adams:*** "These hikers never take in to consideration those they risk their lives saving them !" ***Dan Karl:*** "Great job by all. The Cog workers should be commended for going above and beyond in assisting the rescuers." ***Kimberly White Busch:*** "Thank you for the selfless efforts of many to save another nitwit. To many will not heed your plea that Mt. Washington waits for the no one to temp fate. May the young man reflect on the events and make smarter choices going forward." *- Mount Washington Cog Railway Facebook page - Sun, Feb 18, 2024*

February 20th

Rescued Hiker Tells his Tale: Reporter Nick Perry writes: "As temperatures plunged on Mount Washington and ferocious winds made it near impossible to see, hiker Cole Matthes began to drift away from the trail. Then he hit a patch of snow-covered ice and slid hundreds of feet down a ravine. His fall Saturday *(2/17)* sparked a rescue mission that would last 11 hours, utilize the mountain's famed Cog Railway and prompt harsh criticism from rescuers, who said the hiker made "numerous poor decisions" in preparing for the hike and then deciding to push on. Both Matthes and the rescuers agree that without help, he would have died within hours. "I am extremely grateful to all 11 of the men who saved my life Saturday and am also extremely sorry that they had to risk their lives to save me," Matthes told The Associated Press. "I certainly made poor decisions and was underprepared for this hike." Matthes, a 22-year-old engineer from Portsmouth, New Hampshire, said in an online interview that he has plenty of hiking experience but not during harsh winter conditions. He set off in spiked snowshoes planning to complete the challenging 9-mile *(15 kilometer)* Ammonoosuc Ravine Trail loop, which has an elevation gain of 4,200 feet *(1,300 meters)*. New Hampshire Fish and Game said that as conditions worsened, Matthes ignored advice from other hikers to turn back.

"While I did see a group of hikers turn around at the Lake of the Clouds Hut, I decided to continue with other hikers," Matthes said. "I was not hiking alone at that point and the weather conditions had not reached their peak." Once above the tree line, Matthes said, he swapped his snowshoes for boots with micro spikes because the snow wasn't deep and it was easier to navigate the rocks and ridges. But then he lost visibility. He slid down the ravine a little before noon, banging himself up and twisting his ankle. He called 911. Ryan Presby, who manages the Mount Washington Cog Railway, said he took the train up three times with rescue crews. As winds hit 90 miles per hour (145 kph) and temperatures plunged, he worried the train's diesel engine would gel and the train seize. He told rescuers to jump out as quickly as possible when they reached their destination.

Levi Frye, a conservation officer with Fish and Game, was one of the first group of three rescuers to jump off the train. He said it was immediately clear they needed crampons for the ice and fierce wind. "We were fighting it the whole time. It was certainly capable of knocking you off your feet, especially with a heavy pack

on," Frye said. "The visibility was so bad on account of all the snow getting blown around." The trail was marked with rock cairns, Frye said. Because the visibility was so poor, they used a system called leapfrogging. One person would stay at the first cairn while another would try to locate the next cairn. The third person stood in the middle to keep contact with both. Staying safe meant finding a balance between not getting too cold and not sweating too much, because it was even more dangerous to have sweat freeze, Frye said. After several hours in the ravine, Matthes said, there was a lull in the wind, and he spotted the Lake of the Clouds Hut in the distance. Although sore, his legs and ankle could take his weight. He was able to climb back up the ridge and make it to the hut, taking shelter underneath in an emergency spot rescuers call the cave. He called 911 again to update his location. Huddling together to block the wind, Frye and his companions got the message. By the time they reached Matthes a little after 6 p.m., it was already dark. "I was extremely relieved once the first team of rescuers arrived," Matthes said. "Even with my shelter, I wouldn't have lasted through the night in my condition." Matthes's boots were frozen solid, Frye said. The top priority was to strip him of his wet gear and get him into dry clothes. They gave him warm water and electrolytes and strapped his ankle as more rescuers arrived. By about 9:30 p.m., they felt he was stable and ready to leave. "He was very willing to try to hike out," Frye said. "We ended up having him connected to another rescuer who had a harness on him." The first few hundred yards were rough, Frye said. But once they got below the tree line, they got more protection from the wind. They got back to base a little before 11 p.m. After being treated, Matthes said he declined the advice from rescuers to take an ambulance to the hospital because he thought it would be expensive. He drove himself there instead. "I'm currently recovering from some frostbite on my toes," Matthes said.

New Hampshire Fish and Game said Matthes didn't have proper gear or equipment, didn't plan for the weather or make good decisions. In the past, the agency has sought to recover rescue costs from some hikers they consider negligent. The agency said it hasn't yet made a decision on the Matthes rescue. Matthes said he was aware of the possible financial implications when he first called 911. "But I knew that if I hadn't called for help, I wouldn't have made it down," Matthes said. "At the end of the day, I'm alive, and that's all that I could ask for." ***Anne Koop***: "The Cog comes through again. As my father *(Col. Arthur S. Teague)* would say, the Cog and the mountain are one" *- Associated Press via Boston Globe & Boston.com - Tue, Feb 20, 2024 / Cal Rec - Thu, Feb 22, 2024*

February 21st

Snowblaster: Railroad photographer Kevin Madore writes "What does a little, 3-mile railroad do when it snows in the wintertime... and their right-of-way is affected by some of the worst weather on the face of the earth? And just how does one plow a 37% grade, when your railroad happens to be on Mt. Washington? Is snow even a problem, with virtually the entire line on elevated trestle? The answer to that last question is YES. While the wicked winter winds, which regularly exceed 100 mph, do a blow snow off of the more exposed trestles, there are indeed some places on the line where the drifts get so deep that the track would in impassable. And OBTW, Mt. Washington has recorded measurable snowfall in every calendar month of the year. So yes, snow is indeed a problem on the mountain that New Englanders call "The Rockpile." Over the past 155 years, the Mt. Washington Cog Railway has tried a lot of things to deal with the snow. Over much of that time, the simple answer was that they just didn't run much past Columbus Day, and then not again until sometime in May. Beginning in the mid-20th Century, several "new technologies" were tried, the most spectacular of which was literally a diesel-powered flatcar with a military surplus jet aircraft engine mounted on it. Sadly, that was rather loud and expensive, and just not very practical. Someplace, I think that rig still exists. *(Ed note: the sno-jet may soon appear on a pedestal just inside the entrance of the Base because the diesel locomotion technology Al. LaPrade put together in 2005-2006 for the*



MWCR diesel M7 Kenison with snowblower at Base (202e)
- Kevin Madore photo

beast to climb was the prototype for the diesels they run today) Much more recently, since the line moved to diesel-hydraulic locomotives for most operations, there has been a need to keep the lower portions of the line open year round and the answer has been the critter pictured below. It's basically an industrial-grade snow-blower, similar to what you might find at a large airport, but modified and mounted on the front of one of the line's regular locomotives. This rig has been in use for several years now and it has proven both practical and very effective. Even though the tourist trains don't ever go to the summit in the winter, crews have regularly taken this "rotary plow" to the top, just in case the railway is needed in an emergency, such as to evacuate someone from the Mt. Washington Observatory, or to rescue a hiker in trouble. The latter has happened with some frequency in recent years, including just this last weekend, when The Cog was asked to provide transportation for a team that rescued a young man who decided it might be fun to go for a solo hike in a snowstorm above tree line, with a temperature of -9F and winds gusting to 150 mph. The "Snowblaster", pictured *(previous page)*, is yet another interesting piece of technology adapted for use on one of the world's most unique railroads."

- Kevin Madore Facebook page - Wed, Feb 21, 2024

Coös County Planning Board: North Country Resource Center - 629 Main Street - Lancaster, NH at 6:00 p.m. ***Minutes***: Item 7. Zoning Amendments. "Chairman Scott Rineer reported that he and Tara *(Bamford)* held a zoom meeting with Jake DeBow and James Oehler from NH Fish and Game. Fish and Game had requested the meeting to learn more about the Planning Board's goals regarding the PD3 and PD4 zoning districts. First it was acknowledged that better communication all around could have prevented the difficult tone of the recent zoning amendment hearing. Tara explained that there seems to be confusion in regard to the PD4 Fish Spawning Areas being "removed." In fact, the PD4 language was a placeholder and no PD4 has ever been mapped or defined. She pointed out that the proposed amendments increase protection for aquatic habitat by requiring a 25-foot vegetated buffer be maintained. The amended language also specifically requires all activities, including those that don't require a permit, to be "sited, designed and constructed in such a way as to...minimize detrimental impacts to riparian and aquatic ecosystems." The existing PD4 language doesn't contain any provisions that would actually protect aquatic habitat. She explained that the new stronger protections were incorporated into the PD5 to make the document more user-friendly by having all of the shoreland regulations in one place, and that the decision of the Board (most recently discussed on October 18, 2023) was to apply these requirements to second order streams and larger like the other PD5 requirements because many first order streams are intermittent. Next, the group discussed the problems with the current PD3 Critical Wildlife Habitat, including inconsistent and unclear mapping; confusion about the PD3a, b and c; lack of County funds and staff expertise to administer and enforce requirements regarding the percentage of basal area that can be cut within a certain area over a certain time period. Although large land managers have been good about consulting with Fish and Game when planning cuts in these areas, the PD3 zoning is technically currently unenforceable. Tara explained that an important goal of the Planning Board with all zoning amendments is to make the Zoning Ordinance clear and enforceable. The Chair and Tara suggested that with more accurate maps that could be accessed using a GPS in the field and a formal agreement from NH Fish & Game to serve as the County Commissioner's designee for monitoring compliance, the PD3 might be able to be reworked to be clear and enforceable. We added that consultation with the Board's attorney would be needed to confirm the enforceability in the context of zoning statutes and case law. The next step would be for the Planning Board to discuss its goals and next steps regarding the PD3 at the next meeting. Jake and James offered that NH Fish & Game would be able to assist with revised mapping and language to bring to the Board for discussion at a future meeting if desired. The County Administrator noted that the Zoning Ordinances will be presented to the Delegation for approval at the March 18 meeting. The Delegation will meet again in April. The County Administrator requested that the Fish and Game presentation/ information be sent to the Planning Board members prior to the March 20 meeting."



February 23rd

Snow & School Trip: "Good morning, Coggers, and it's snowing up here in the Whites – don't put those skis away yet! Recently *(2/9)*, our Mechanical Engineer Caleb Gross *(right)* hosted a group of engineering stu-



dents from the University of New Hampshire for a look-see around our shop. Machinist Dave Clifford, veteran Fireman Art Poltrack and Steam Engineer/Track Inspector Cookie Sodergren *(next page)* also stepped in to lend their expertise to the presentation. These talented and enthusiastic young men and women represent the future of the engineering profession in New Hampshire, and we were proud to show off the tools and technologies that put our trains on the mountain every day. Might there be a future Cogger or two in these pictures?" ***Mike Flecchia:*** "Love seeing schools get out and love seeing businesses allow them to come and learn!" ***Brian Gross:*** "Nice job Professor Caleb!" ***Frank Henry Howe Jr:*** "How about having tours/classes for interested patrons?" ***Jenna Milne:*** "So cool hands on a great way to learn" ***Robin S. Gross:*** "Hey!! That's my favorite nephew!!! Caleb Gross is wicked smaaht!!!" *- MWCR Facebook page - Fri, Feb 23, 2024*



March 15th

Nearly Spring: "Hard to believe, Coggers, but it's the last weekend of the memorable wet winter of 2023-24. Spring rolls in on Tuesday! Up here at the World's First Mountain Climbing Cog Railway, we're busting our bottoms getting ready for our BIG 155th summit season. As you might expect, the big anniversary has inspired us to make some big changes to how we operate on this big mountain. Get this– we're going to the summit earlier and staying later than ever before! Unlike previous years (when Skyline was our early Spring destination), beginning on May 4 through the official opening of the Mount Washington State Park visitor facilities on Memorial Day weekend, ALL TRAINS WILL BE SUMMIT TRAINS– weather permitting, of course. Starting daily at 9:00am, trains will leave Marshfield Base Station every 90 minutes, and our normal 1-hour layover up top will be shortened to approximately 30 minutes. You'll ride the same train up AND down the mountain, which means your train will stay up there with you so you can jump back in the coach to warm up or get out of the weather. In the Fall, after the facilities close on October 14, we'll run the same new, abbreviated summit schedule through October 28! Of course, our normal 3-hour summit round trips resume as soon as the State Park building is up and running. For all you steam fans, we'll be running 2 steamers to the summit daily (3 on Saturdays and holidays) from May 25 until September 27. From 9/28 through 10/14, we'll run 5 leaf-peeping



trips on the steamers daily to Waumbek Station at 4000'. That means more unique opportunities to enjoy the spectacular foliage and some good old-fashioned, old-school railroading!

March 19th

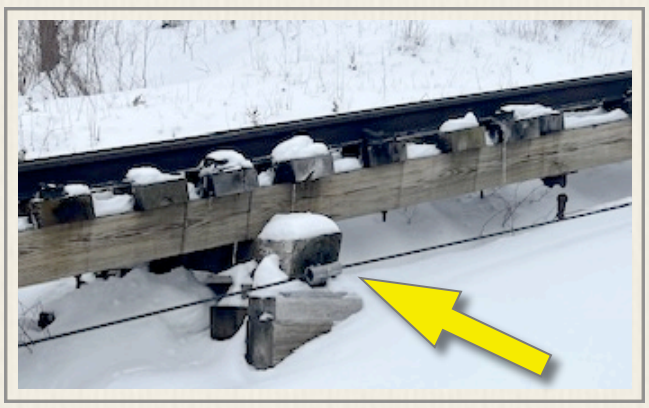
Cog l'Orange is the New Black: "Not sure about hiking, but want to be part of our event on August, 24, 2024 on Mt. Washington, NH? Introducing "Paint the Cog Orange", a new way for individuals, families, and friends to participate in Hike for Mental Health's annual Summit Mt Washington event! Through "Paint the Cog Orange," participants have the chance to experience the majesty of the highest peak in the northeast by riding the Mt Washington Cog Railway to the summit. You will have the opportunity to explore the summit, take in breathtaking views, grab a snack or visit the gift shop, and meet other Hike for Mental Health supporters. Our reservation and departure time is at 12pm. Please arrive at least 1 hour prior to departure. The trip to the summit takes approximately 45 minutes. You will have 1 hour or so to explore. Then you will descend back down to the base station. Summit Mt Washington will have volunteers on hand to help with any questions you may have. If you reserve your tickets here, you pay only $74 per ticket with no service fee. Regular price through the Cog website is $86 plus a $5 service fee. Plus, you will receive a free HIKE for Mental Health orange bandana and be able to get 25% off HFMH shirts."

www.hikeformentalhealth.org/paint-the-cog-orange/



March 20th

Coös County Planning Board: North Country Resource Center - 629 Main Street - Lancaster, NH at 6:00 p.m. AGENDA includes: 6. Applications: Mt Washington Cog Railway - Conceptual consultation for fiber and update on base station projects: Cog attorney Earl Duval outlined the status of the fiber optic and Base Station Master plan and Waumbek Station updates. Duval says the Cog is working with the State Natural & Cultural Resources department and the Bretton Woods Telephone cable to extend the cable currently running to the Base up to the summit by attaching the new line *(left)* to the railroad's trestle. Once inside the Mt. Washington State Park, the new line would be connect to existing fiber line that runs into the Sherman Adams Building. That line that came up with the buried powerline has been "dark" for a number of years. The project will also "loop" to the Cog's Waumbek Station for a con-



nection and six "loops" along the route to provide data links to a half dozen locations for a series of weather stations for the Mt. Washington Observatory and possible additional Cog cams in the future. Duval told the Board the railroad has the permits in hand to install a new entrance arch to the Base and replace tracks from the new maintenance facility to Marshfield this year. Zoning permits for both projects were approved on January 18, 2023. Work continues to bring power to Waumbek Station via the state-owned electric line running up the railroad right of way. Eversource has approved the Cog's connection plans and a new transformer has been ordered. ***Minutes:*** "Earl Duval reported that discussions were held at the December 21, 2022, meeting relating to new entrance arch, site wide paving, replacing tracks, 200' X 100' maintenance building addition, and employee RV parking with access road. The building permit and certificates have been obtained for elements of this work and will be forwarded to the county offices.

- Wetlands permit received 9/2023;
- Shoreland permit received 10/2023;
- AoT permit received 11/2023;
- The entrance arch was approved by the fire marshal's office was approved 9/2023 and will be installed in the Spring 2024;
- Track replacement: a couple of different sections will be replaced in 2024.
- ***Waumbek Station Storage:*** all permits are approved. The Fire Marshall is very thorough.

Mr. Duval distributed a photo of a proposed weather station and the proposed brackets for the fiber project. Relating to fiber to the Sherman Adams Building, it was taken three years but everyone is on board with the project. There will be brackets attached to the trestle up to three miles before the Summit circle. Bretton Woods will be connecting from there. The tenants at the top of the Summit are very excited. Bretton Woods Telephone has a 10-gig telephone line with AT&T at the Summit. Mr. Duval asked the Board what they will require for an application. He is able to obtain official correspondence from Bretton Woods and the State of NH. Tara Bamford stated that he would need a zoning permit but does the Planning Board required a site plan application. Paul Grenier asked what will happen to the old (fiber) assets. Mr. *(Wayne)* Presby replied that the old fiber is buried deep in the ground and crushed. Mike Waddell stated that the site plan review application would be an overkill. The Chair *(Scott Rineer)* stated that the consensus of the Board was that a site plan review is not required but a zoning permit application will be required. The application should be submitted to the County offices for review by Mike Ouellet and approval by the Board of Commissioners. The County Administrator asked about the Cog's timeframe. Mr. Presby replied late April. ***Weather Station:*** Mr. Duval reported that five weather stations *(left)* had been donated. The Observatory's long-term goal is to measure with the Auto Road. The grant funding had to go through the NEPA process. There will be one weather station at the Base Station and the other four will be located in the rail corridor at various elevations in order to mirror the Auto Road. Initially, these will be radioed out and eventually be hard wired. Mr. Duval inquired about the application process. It was the Board's consensus to combine with requests on the zoning application and submit to the County offices. No site plan review would be required. The ***Lizzy Station*** project is still in the discussion stages. Mr. Presby discussed his current work on building a new locomotive. Mr. Duval and Mr. Presby thanked the Board for allowing them to attend the meeting. They left at 6:36 p.m. 7. ZoningAmendments: Report from the March 18th Delegation Meeting. Jake DeBow, Fish & Game Regional Wildlife Biologist.



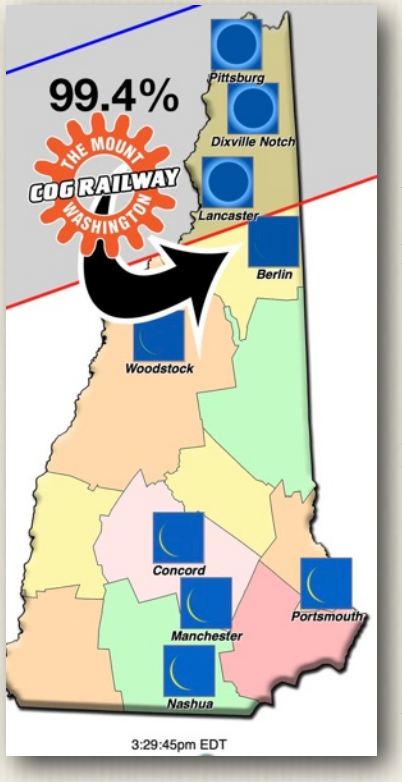
Mesonet weather station on eastern flank of Mount Washington along the Auto Road. (2024)
- Mt. Washington Observatory photo

March 21st

HB 1627: AN ACT relative to re-codifying certain laws concerning railroads, transportation, and telecommunications. SPONSORS: Rep. Michael Vose of Epping *(Rockingham 5)*. This bill transfers the statutory authority for 11 RSA chapters from the public utilities title to the appropriate departments. This bill is a request of the committee established in 2023, 30:4, and includes moving X. Establishing *(railroad)* rates, fares,

charges and classifications of joint service, as authorized by RSA [~~379:1, II~~] 248:1, II. ***House Committee Action:*** OUGHT TO PASS. Rep. JD Bernardy for House Science, Technology and Energy. This bill implements the recommendations of the study committee authorized by HB 219 in 2023. The study committee looked into the issue of recodifying certain statutes in Title XXXIIII, "Public Utilities" under XX, "Transportation", or Title XII, "Safety." These statutes relate to railroads, which the Public Utilities Commission no longer regulates. The bill simply directs that the enumerated RSAs be moved and renumbered as necessary. Vote 19-0 ***Senate Hearing Date:*** March 6, 2024 at the Statehouse, Concord - Time Opened: 10:10 a.m. Time Closed: 10:15 a.m. Members of the House Science, Technology and Energy Committee Present: Senators Pearl, Carson, Gendreau, Perkins Kwoka and Altschiller. Who supports the bill: Rep. Michael Vose. - Who opposes the bill: Janet Lucas. ***Summary of testimony presented:*** Rep. Vose explained that railroads were regulated by the New Hampshire Public Utilities Commission (NHPUC) in the nineteenth century. By the middle of the twentieth century, the New Hampshire Department of Transportation (NHDOT) had taken over that responsibility. He said the statutes which provide for railroad governance remain in Title XXXIV, which is the NHPUC title. He said the NHDOT is in Title XX. Vose explained he filed a bill in 2023 on behalf of the NHPUC to see if the statutes governing railroads should be moved from Title XXXIV to Title XX. He said HB 1627 is a housekeeping bill which instructs OLS to move the statutes. Sen. Carson said she is surprised this has not been done before. She noted that communities must work with the NHDOT to convert old rails to rail trails. She said she believes this will make it easier for rail trail committees to find relevant statutes. Vose said the Chair of the NHPUC was surprised to find out railroads were still his responsibility. He said it will make it easier for the public to find the relevant statutes. ADOPTED by Committee - ***Due out*** (of committee): March 21, 2024. OUGHT TO PASS. Rep. JD Bernardy for Science, Technology and Energy. This bill implements the recommendations of the study committee authorized by HB 219 in 2023. The study committee looked into the issue of recodifying certain statutes in Title XXXIIII, "Public Utilities" under XX, "Transportation", or Title XII, "Safety." These statutes relate to railroads, which the Public Utilities Commission no longer regulates. The bill simply directs that the enumerated RSAs be moved and renumbered as necessary. Vote 19-0

- NH Legislative Calendar Notes -House Calendar - Jan 4, 2024 / Senate Hearing Report - March 12, 2024 /



March 22nd

Solar Selling: "TGIF, Coggers! You know what they say about horseshoes and hand grenades. You know what they say about government work. You know what they say about that 80's Bonnie Tyler song...wait, that was something else. But do you know what WE SAY about the upcoming TOTAL ECLIPSE OF THE SUN on April 8? "99.4% IS CLOSE ENOUGH!! You should ride the Eclipse Special to Waumbek Station on the Cog Railway!" We may be just outside of the Zone of Totality, but we're also just outside of the Zone of Insanity descending on the roads and towns north of us. And if the weather cooperates, you'll have a spectacular panoramic view of the western sky from 4000', with warming huts, a blazing fire pit, complimentary hot refreshments, special viewing glasses, and a historic train ride. If it doesn't, you'll get all that anyway, but the Zone of Insanity gets nothing! The Eclipse Special leaves Marshfield Base Station, rain or shine, at 2:00 on Monday, April 8, with a return to Marshfield at the conclusion of the event. Purchase tickets for April 8 at 2:00 from our website.



Mt. Washington Commission: Friday, March 23, 2024 at 10 a.m., Auto Road Visitor Center, Gorham. ***Cog Clatter*** report by Jitney Jr: "New Hampshire's Natural & Cultural Resources Department has selected a finalist for a million-dollar environmental assessment of Mount Washington and the 60-acre state park at the summit. Parks & Recreation Brian Wilson told the Mount Washington Commission Friday *(3/22)* the state is finalizing scope-of-work details with the finalist and if's there's an agreement on the scope and price then the deal will be put before the Governor and Executive Council for approval perhaps by the end of April. "If there's not a meeting of the minds," says Wilson "then we'll go back and look some more" at other candidates. The environmental assessment is a key component of the Mount Washington Commission's master plan for the



6,288-foot peak. The Commission approved a Mt. Washington Observatory request to spend $7,875 to upgrade the ten-year old technology in the Extreme Weather exhibit in the Observatory's museum in the Sherman Adams building. Several exhibits no longer function. The money comes from a $189,000 fund generated by admission fees and overseen by the Commission. Observatory Director Drew Bush told the Commission the United States Air Force is returning to Mount Washington to conduct tests. Cold weather tests for the military began as early as 1942, but the major aircraft icing test facilities on the mountain were built in 1947 *(Navy)* and 1951 *(USAF)*. The Navy's test hanger came down in 1957 and the Air Force's dormitory and laboratory buildings *(above)* were abandoned in 1960 and removed in 1968. Now 56years later, USAF test equipment will be installed in cooperation with the Observatory. The Army's Cold Regions Research Lab based in Hanover has gotten the ball rolling by testing "autonomous vehicles on the mountain" this winter.



A new wastewater treatment plant for the Sherman Adams building is built and ready to ship at the Canadian manufacturer. Mt. Washington State Park manager Patrick Hummel said contractor Lee Corrigan, who will install the new plant this summer, recently talked with the Canadian firm about the "tricky" transition from the old sewer plant to the new and is "feeling better" about the job. The two shipping containers with the plant are ready to head to Gorham as "soon as the mountain (weather) allows." Hummel says Corrigan hopes to get up on top sometime in May with a June installation time frame. The new summit water system installed last summer literally took a hit last week when lightning struck the mountaintop and disrupted its automated systems. Hummel says the automation equipment "may have not been grounded properly" but continues to provide water to those living on top.



Speeder v.3?: *Ed Clark's Speeder v.2 (above) with Joe Lovely (L) and track foreman Dave Moody (R) head up the hill. Engineer Caleb Gross (R) & Shop Manager John Suitor (L) introduce the Speeder to a group of UNH students on February 9, 2024 as possible capstone project for the school. (2024)*
- Brian McMinn Collection /: Mt. Washington Cog Railway photo

Former Cog general manager Ed Clark's 1976 "speeder" repair vehicle *(left)* with a snowmobile engine and lightning bolt logo may return to the rails as an "Electric Emergency Rescue Vehicle." Owner Wayne Presby told the Commission the conversion from gas to electric will be a "capstone project" for a group University of New Hampshire engineering students. In addition, two UNH students will be interning at the Mount Washington Railway repair shops this summer where an eighth diesel engine is being built. The Cog has submitted paperwork to the US Energy Department for financial support of renewable energy projects at the Base State in addition to EV-Speeder. The Cog will be helping lay a new fiber optic cable to the summit starting in April. A fiber cable installed when underground powerlines were run to the summit in 2004 subsequently went dark. This new cable will be hung on the Mt. Washington Railroad's trestlework." *- Cog Clatter - Sat, Mar 23, 2024*

MWC Meeting Minutes: "***Master Plan.*** *Summit Assessment.* Dir *(Brian)* Wilson reported that DNCR is in contract negotiations with the selected consultant for the summit assessment work. Negotiations include refining the Scope of Work, public involvement, recreation interests and carrying capacity. The

contract will be submitted to the Governor and Executive Council for approval and the work will start in the spring. ***Fees paid to the State.*** Dir Wilson said that the Division's new Chief of Staff is reviewing the status of all agreements, including the Auto Road lease for use of the summit parking lots, the MWObs lease of space in the SAB, and AMC Lonesome Lake Hut in Franconia Notch State Park, so as to understand and streamline the process. On behalf of the MWObs and in accordance with its lease, Mr *(Drew)* Bush requested $7,875 from the Mount Washington Fund's restricted account for summit museum display maintenance and replacement. Mr Bush provided copies of the Funding Request that outlined the equipment needed to perform the necessary upgrades and maintenance of the exhibits. A MOTION to accept and approve the request... from the Mount Washington Fund's restricted account, as presented in the Funding Request was made by Mr *(Wayne)* Presby and SECOND by Mr *(Chris)* Thayer. Mr Bush said that a portion of the summit museum admission fees are deposited into the restricted fund and that the balance is $189K. The motion was ADOPTED by unanimous vote. ***Capital Improvements.*** Dir Wilson said that DNCR is working on its capital budget request that is due to the Dept of Administrative Services in April. The request includes Cannon Mountain's Tramway and a placeholder for projects at Mount Washington state park that will be based upon the findings of the summit assessment. Mr *(Patrick)* Hummel sent a staff member to the Ontario manufacturer of the new sewer treatment plant. The visit enabled discussions on the technical features of the treatment plant, which will be delivered and installed on the summit in June. The old water storage tanks will be removed off the summit and Mr Hummel will coordinate with summit partners to keep the public informed and mitigate interruptions. ***Partner Reports.*** *Cog Railway.* Mr Presby reported that they received their DES Alteration of Terrain permit for drainage and culvert work and will start the 3-year project beginning this summer. The fiber optic line will be laid this April. They are working with UNH's engineering department and student interns on a Capstone Project to convert a locomotive to electric that will be used as an emergency vehicle. The Cog Railway has other renewable energy projects that they have submitted to the NH Dept of Energy. They have completed a rough draft of their APP. *MWObs.* Mr Bush took a moment to reflect on the recent passing of former Parks Director Rich McLeod and of former MWObs Executive Director Guy Gosselin. Dir McLeod was instrumental in establishing the close bond between the state park and the MWObs. Mr Gosselin provided energy, integrity and vision to many aspects of today's MWObs. The MWObs partnership with the Cog continues, including weather station tours and the installation of five new autonomous weather stations using NBRC funds. Joint initiatives with the Auto Road, the AMC and WMNF are ongoing. The agreement with the AMC is near completion. With the Auto Road, researchers from the US Army Corps of Engineers came to test autonomous vehicles. They will meet with the US Air Force in April about conducting weather instrument testing on the summit. *Townsquare Media.* Mr Scamman was glad that a winter trip to the summit was not needed this past season. Townsquare Media will be conducting repairs and maintenance on the WHOM building this summer. *Adjourn.* The meeting adjourned at 11:30 a.m."

- Submitted by T. Tango-Lowy, MWC clerk.



March 24th

Snow Removal: "Welp, that storm yesterday *(3/23)* sure lived up to its advance billing! We wound up with slightly less than 2 feet of the white stuff up here in our neck of the woods, which made this morning's cleanup a bit of a chore. Train Master Andy Vilaine brought the crew up to Waumbek on the M7/snowblower before the first passenger train, and together, Andy, Dakota *(Shepard)*, John *(Stinehour)* and Ray *(Dest)* dug the place out. Tough work, but not so tough that it kept the boys from admiring the view for a few minutes. Photo Counter Manager Tinah *(Stevens Whitcomb)* rode along and documented the Big Dig for us." ***Paul Forbes:*** "I watched them depart on the webcam this morning" ***Andrea Cater:*** "Quick story. My grandfather was born in a house on the White Mountains (it's no longer there. 1899). In the early 60's my Uncle took him on a



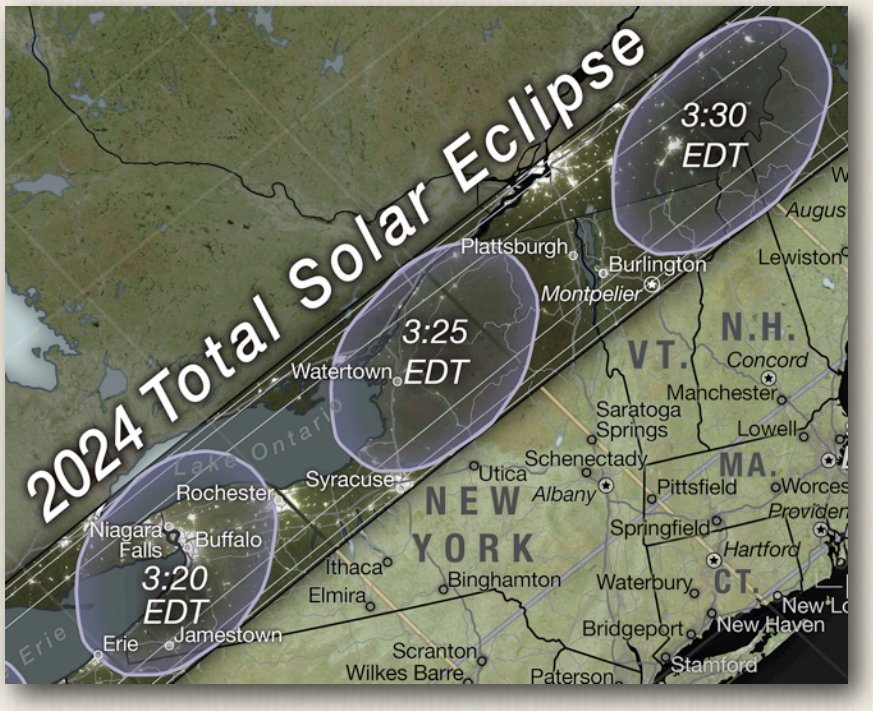


road trip to the area he was raised. They were at the Cog RR and my Uncle asked " Pop, you want to ride up the mountain on the Cog?" How much is it he asked? Five dollars! five dollars!!!! Let's Walk!!!! And walk they did!!!! I drove up once, said never again. LOVED The Cog ride up! So scenic and comfortable. Quite a memorable adventure!!!!" ***Mary W. Oliveri:*** "Amazing and beautiful!!! Thanks to the crew for their hard work!" ***Heather Anne Fowler Fernald:*** "These pictures are stunning and very cool! Beautiful." ***Cogger Mary Ryan Murray:*** "Sorry I couldn't get to work"

- Mt. Washington Cog Railway FB page - Sun, Mar 24, 2024

March 26th

Obs Eclipse Offerings: "Good morning Coggers! Our pals up at the Mount Washington Observatory have put together some timely and fascinating programming in advance of the solar eclipse less than 2 weeks from today. The live events are happening at the Omni Mount Washington Resort on Saturday and Sunday, April 6 and 7, with virtual content online from April 4 thru the day of the eclipse on Monday April 8. The live presentations are free and open to the public– hope to see some of you there!"



March 29th

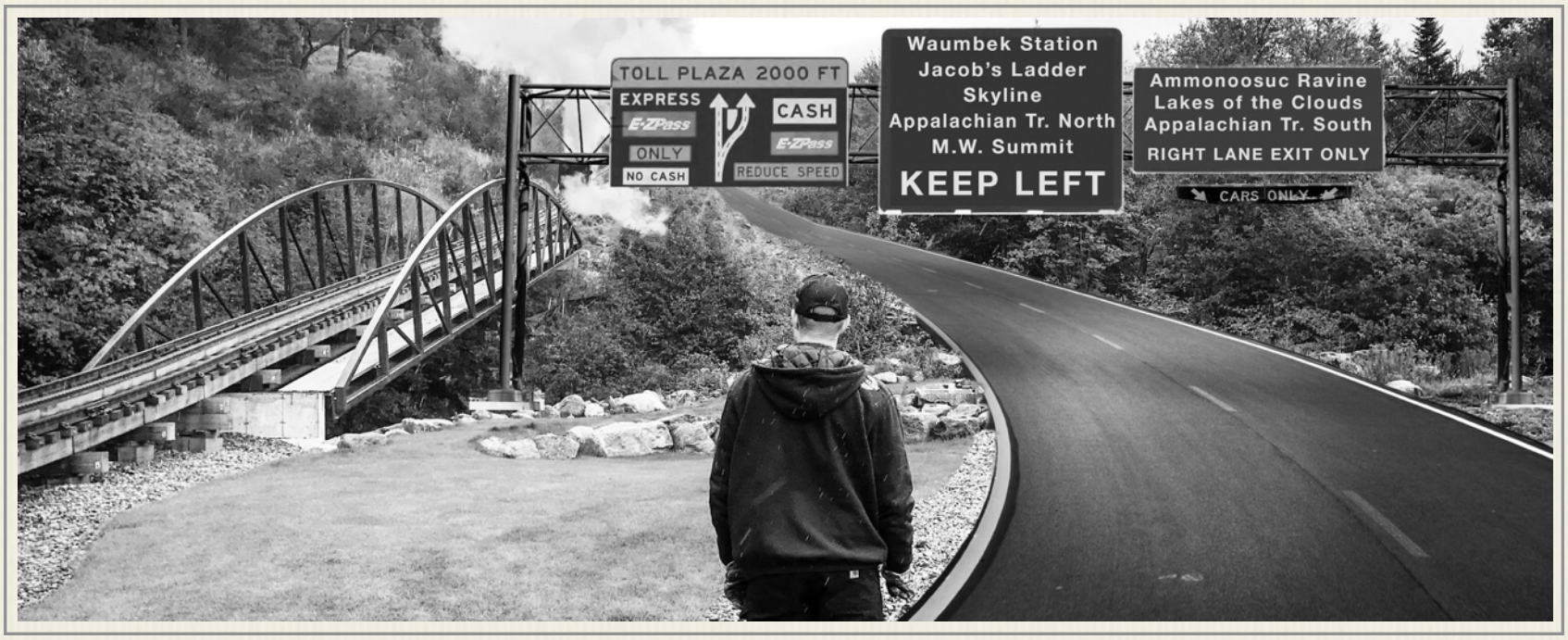
Land Swap Closure: "The Mount Washington Cog Railway purchases 150 acres of land in Bethlehem from John D. Seely. The parcel is surrounded and landlocked by the White Mountain National Forest. The Cog purchase ended years of dispute between landowner Seely and WMNF. The 150 acres now become part of a negotiation between the railroad and the feds over an expansion of the footprint of the current 35-acre Base Station property.



Good Friday: "Yep, the snow's still hanging on up here, Coggers, which allowed Tinah *(Stevens Whitcomb)* to get this beautiful shot *(left)* of M5 heading up the hill this morning!" ***Holly Janowiec Van Blarigan:*** "The most beautiful landscape IMO. Spectacular." ***Scott Freeman:*** "Great picture Tinah" ***Sheryl Baker:*** "Any idea how the weather will be the day of the eclipse?" ***MWCR:*** "Sheryl - Hmmm. The best we can do is tell you the day after. But we've got our fingers crossed!" ***Baker:*** "me too"

- Mt. Washington Cog Railway FB page - Fri, Mar 29, 2024





April 1st

A Road to Mountain Mirth?: "Happy April, Coggers! As many of you know, around this time every year we like to introduce some of our more ambitious infrastructure projects currently on the drawing board. Last year we told you about our sub-summit lodging property, Motel 6288, and boy, did we get some mail about that one. This year's project is no less ambitious but, we believe, much more beneficial to the larger Mount Washington region and beyond. You guessed it – it's a modern, 2 lane motorway, parallel to our tracks, from Marshfield Base Station all the way to the summit! For the first time ever, many of the most scenic and pristine areas of our magnificent Rockpile will be easily accessible to even the most casual visitor. For instance: What if you fancy a leisurely backcountry lunch up at Lakes of the Clouds hut, but you'd rather not hoof it? Just drive on up to our interchange with the proposed Crawford Path Parkway. You'll enjoy expanded rest room and gift shop facilities, those weird looking pole-mounted binocular things, and of course plenty of free parking! And don't forget – the Crawford Path is part of the storied Appalachian Trail, and with little more than some bitumin and a few jersey barriers, your very own AT story is just a turn of the page away! What if you need to get out of Gorham or Berlin PDQ because… well, just because? We gotcha covered, Ace – we'll get you fifty miles of breathing room faster than you can say "Kancamagus" (note to out-of-towners: there's only one "n"). Just high-tail it down Route 16 to the MW Auto Road, and if you've got a NH E-Z Pass transponder, tell the guy in the booth that you're taking the new "Thru Route Via Summit to Bretton Woods"'. That means you'll settle up at our convenient high-speed toll plaza near Waumbek Station. We use only the latest 256-bit Type II read-write technology, but don't sweat it if the very thought of THAT makes you want to trade in your 401K for Krugerrands. Our cash lane is staffed 24/7/365 and accepts greenbacks. But what if you really, REALLY want to take our scenic first-in-the-world mountain-climbing train ride, but you're afraid the youngsters won't be able to sit still for 45 minutes? Well, how does 12 minutes sound, base to summit, in the comfort and convenience of your own vehicle? Because that's what you'll be looking at (except during foliage season due to traffic), thanks to an advanced high-traction all-weather road surface, soft-touch guardrails, bright, energy-efficient lighting, and, just like our rail route, none of those time-wasting switchbacks. Other than a couple of banked turns at Skyline and Lizzie's cairn, it's a straight shot! Same three-mile route, same scenery, same average 25% grade, same everything, but at highway speeds. Can you say "Mount Washington Autobahn"? Sure you can! And wait until you see the bumper sticker! ;-) " ***Morris Root:*** "Long boards and optional safety gear are available for those wanting a rapid descent on the road." ***Keith Garrett:*** "Needs an exit for a state liquor store" ***Denis Finnerty:*** "I'm still waiting for the Mount Washington Cruise boat to arrive at the summit! Clearly says Mount Washington cruises, but I have yet to make it to 6288 ft." ***Tim Yarrow:*** "I'm looking forward to the double-decker tour buses!" ***Dave Liske:*** "When is the parallel ski jump from the summit going in?" ***MWCR:*** "That's Phase II" ***John Moruzzi:*** "Needs to be an elevated deck like I-93 headed in and out of the Ted Williams in Boston. The Robert Moses summit express." MWCR: "John Moruzzi - Now there's a guy who knows his civil engineering history. We'll be extra careful with the epoxy we use on the ceiling panels" ***Jerry LaCouture:*** "The Autobahn's highway speeds allows you to quickly get to the summit without having to look at the scenery along the way." ***Kerry Millett Durant:*** "I was wondering how this would work until the date occurred to me - lol" ***Jim Mahaney:*** "That is going to be a blast coming back down on the bicycle." ***Jeff Ethier:*** "Hi, if I put wheels on

my devil's sled, can I ride down your new road?" ***Michelle Palys:*** "...love the 'softtouch' guardrails" ***Jeff J Smith:*** "Will there be Tezzlah charging stations at the top?" ***Craig Pilloni:*** "Don't need one at the top! It'll charge itself all the way down!" ***Tom Moore:*** "Instead of all of this, why not convert to diesel? Or better yet, electric with solar panels?" ***MWCR:*** "Tom - Careful, our audience might eat you for breakfast over comments like this" ***Andrew Toppan:*** "Tom - what if they ran on biodiesel and looked like this? *(leftt)*" ***MWCR:*** "Andrew - Right, like that's ever going to happen" ***Paul Buckley:*** "is this an April fool's joke?" ***MWCR:*** "Paul - Umm... is THIS an April Fool's joke?" Will Myers: "Glad I read the comments lol. I was thinking that would be horrible, and the how, all amount of $$$$, and ruin the historic part. Like someone said lengthy April fools joke. But very well put together."



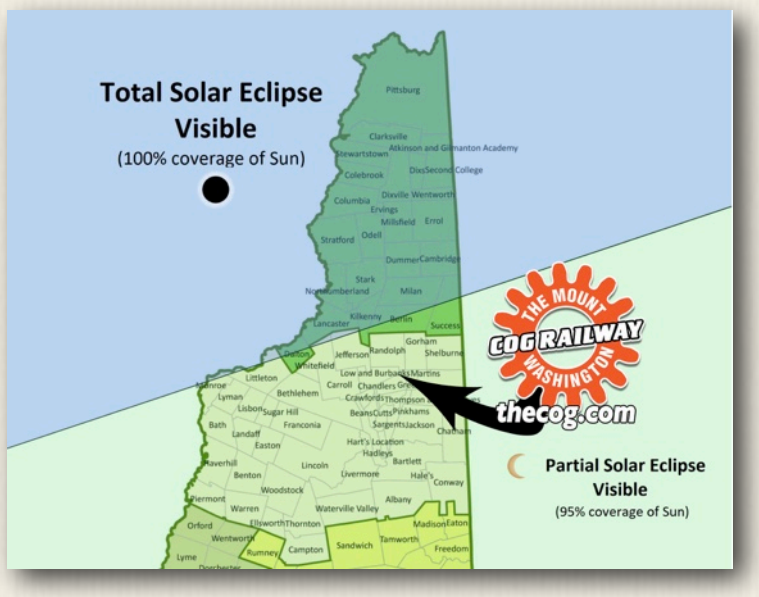
- Mt Washington Cog Railway Facebook page - Mon, Apr 1, 2024

April 2nd

April Fool's Solar Reset: "Good afternoon Coggers – It's April 2, so we'd like to welcome you all back to the non-fiction section of our Facebook feed. As you may have heard, the far northern part of our state is about to endure a "toureaster" – a temporary bump in head count similar to that of a slow Sunday at Gillette Stadium post–Brady. Beginning this weekend, visitors from parts unknown will be dropping anchor on any park-



able sliver of real estate from Lancaster to Pittsburg, otherwise known as the ZONE OF TOTALITY. They're coming to catch a filtered glimpse of Monday's total eclipse of the heart...sorry...SUN, and if the weather cooperates, there's no question that they're in for a truly unforgettable celestial experience right here in the North Country. Now, that brings us to us, the Cog Railway, located frustratingly close to but just south of the edge of that zone. Here, the amount of the sun predicted to be covered by the moon is 99.4%, still an astronomical difference to be sure, but close enough for some. If that's you, we have some seats available on our Eclipse Special, 2 trains leaving Marshfield Base Station at 2:00 on Monday. During the extended layover at



Waumbek Station (4000'), you'll enjoy complimentary hot refreshments and viewing glasses, a blazing fire pit, comfortable warming huts, and most importantly, clear conditions will offer an unparalleled view of the main event in the western sky. Fingers crossed – the long-range forecast is calling for clear skies on Monday." ***Northeast Alpine Start:*** "Frustratingly close". This was well written. You should have already sold out by now! This is an incredible and unique way to watch this event. My family is staying pretty much walking distance from our home in Conway, but wishing everyone safe travels to and from our beautiful area!"

- Mt Washington Cog Railway Facebook page - Tue, Apr 2, 2024

April 3rd

Weather Shutdown: "SEVERE WEATHER ALERT, THURSDAY APRIL 4: DUE TO HIGH WINDS AND HEAVY SNOW, ALL PASSENGER SERVICE TO WAUMBEK STATION IS CANCELED TODAY. MARSHFIELD BASE STATION IS CLOSED. SERVICE TO WAUMBEK RESUMES TOMORROW AT 9:00AM." ***Wendy M. Cogswell:*** "Welcome to New England! If you don't like the weather. Wait a minute it will change!! Everyone be careful if you venture out!" ***Denise Fulkerson DeBlois***: "Would love to see the snow but the cog *(web)* stream is down" ***Kevin Madore:*** "Good call. Even if service were possible, most people wouldn't be fully prepared for the conditions."

- Mt Washington Cog Railway Facebook page - Wed, Apr 4, 2024 6:00am

April 4th

Weather Shutdown: "Good morning Coggers – it's a rare day when we close up shop, but today *(4/4)* is definitely one of them! Check out the current conditions *(right)* at Marshfield, (via) the CogCam!" ***Sue Suitor:*** "Please stay safe!!! No heroics today!!!" ***Roy Wells Sr.:*** "had to been a cold ride on the Cog today,"

- Mt Washington Cog Railway Facebook page - Wed, Apr 4, 2024 6:00am



April 8th

"So That Happened...: "The total solar eclipse *(right)* from the top of Bald Mountain in Rangeley, Maine" as captured by photographer Madeline Thornton. "In the distance *(circled)* is Mount Washington in New Hampshire." Thornton's *(4/9)* post on the Maine Photography Page said "Link to prints for this image is on my profile, if anyone is looking for that."

- Maine Photography Facebook page - Tue, Apr 9, 2024



April 18th

Two Week Warning: "Happy Thursday Coggers! Steven, Cookie and the rest of the shop crew are hard



at work preparing the fleet for the 2024 summit season, which is just a little over 2 weeks away! We'll be heading back to the top of New England beginning at 9:00 on Saturday, May 4, a few weeks earlier earlier than in past years. For the first couple of weeks in May we're shortening the summit layover to approximately 30 minutes, since the State Park facilities at the top won't be ready for visitors until later in the month. Trains will remain at the summit with their passengers during the layover to provide warm shelter in the case of inclement weather. Pre-season diesels will leave Marshfield Base Station every 90 minutes until hourly service resumes (and the steamers join the lineup) for the official summit opening on May 25.

- Mt. Washington Cog Railway FB page - Thu, Apr 18, 2024

April 19th

Mt. Washington Commission: 2024 meetings are scheduled for Fridays, at 10 a.m., location Franconia Notch State Park Headquarters - "Hello MWC members, The Mount Washington Commission meeting scheduled for Friday, April 19th has been cancelled. The next MWC meeting is scheduled for Friday, May 17, 2024, tentatively at the Bretton Woods Ski Area. Have a great weekend and Happy Eclipse Day!"

- Email from Torene Tango-Lowy on Fri, Apr 5, 2024 at 3:21 PM



April 26th

Party Invite Out: "Good Friday morning, Coggers – the 2024 summit season is just about a week away! The first passenger train of the season goes up to 6288' next Saturday, May 4, at 9:00. Tickets are still available. In the meantime, 1-hour round-trips to Waumbek continue daily until then. But this morning, we're particularly excited to make a very special announcement and to extend an invitation: In the summer of 1869, a daring new enterprise began operations in northern New Hampshire. Today, 155 years later, The Mount Washington Cog Railway has fascinated millions of visitors from across the planet with its dramatic ascent to the highest mountain peak in the northeast-

ern United States. Join us on September 14, 2024 as we celebrate the extraordinary spirit of innovation behind one of the world's great rail adventures! You'll enjoy steam train rides to Waumbek Station, tours of our new 35,000sf maintenance shop, guest speakers, a buffet dinner catered by Chef Joe's of Franconia, NH, cash bars, and to top off the day's celebration, FIREWORKS!

- Mt. Washington Cog Railway FB page - Fri, Apr 26, 2024

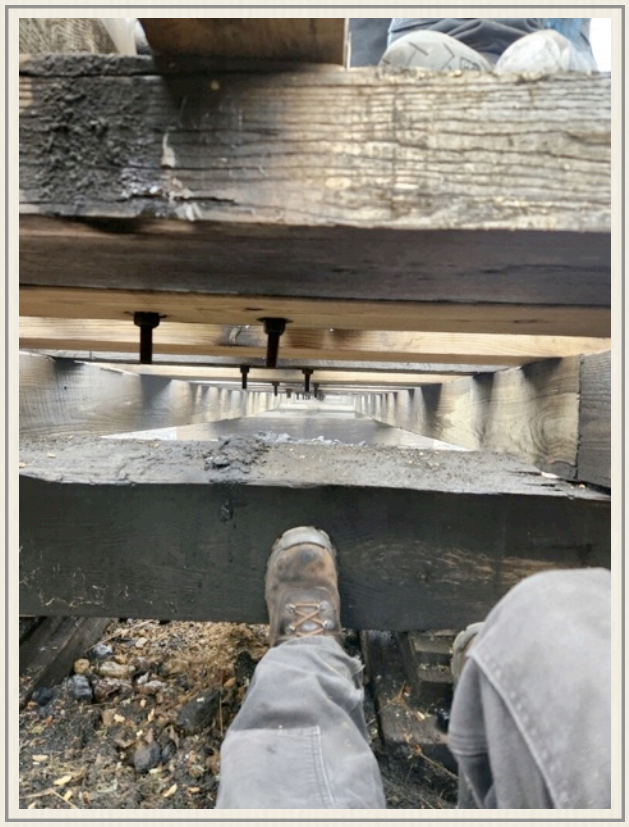
April 29th

Help Wanted: "Hi all! I wanted to reach out to the *(Facebook)* group *(Mt. Washington Cog Railway: We Worked There)* and inquire if there are any past steam brakeman who would be interested in picking up a couple shifts this year to help out with operations on the steamer? Specifically looking for Monday and Tuesday and every other Sunday. Message me with any interest! Thank you! Andrew Vilaine - Trainmaster."

- Mt. Washington Cog Railway: We Worked There & Railway to the Moon FB pages - Mon, April 29, 2024

May 7th

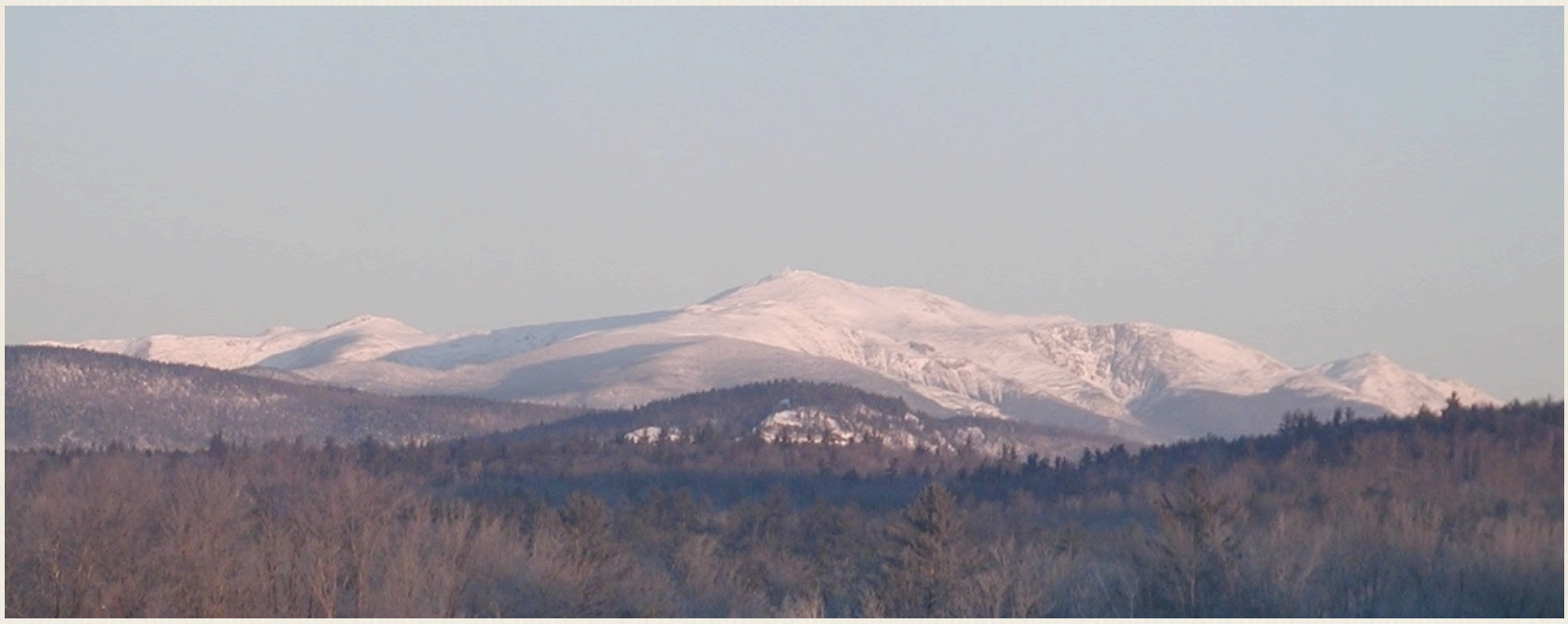
Summit Trips Resume: "Good afternoon Coggers, and we're BACK ON TOP! Our new pre-season summit schedule was rolled out this past weekend, with slightly shorter layovers at the summit until the official reopening of the State Park visitor center later this month. We'll do the same thing in late October once the State Park facilities close up tight for the winter, which means that now there are even more opportunities for early and late season adventures to the top of New England! In the meantime, the toughest jobs on this or any other railroad are certainly track inspection, maintenance and repair. On The Cog, those difficult tasks are further complicated by an elevated track system, crazy weather, and rugged mountain terrain sloping at up to nearly 38%! Track Inspector Cookie *(Sodergren)* and his crew do an incredible job keeping our track system in tip-top shape, as evidenced by this unusual POV *(right)* from under the trestle shot by engineer Steve Allen as a cross tie was being replaced." ***Jonathan Hall:*** "Steve, Josh *(Bishop)* will tell you, keep an eye out for the drill bit coming through the bottom of that stringer!!!"



- Mt Washington Cog Railway Facebook page - Tue, May 7, 2024

May 9th

Visibility Cam: "It's Air Quality Week! Ever wonder how the air quality is in the #WhiteMountainNF? Check out this Mt Washington visibility cam - https://hazecam.net/camsite.aspx?site=mtwash. The photo visually shows particle pollution and the charts shows the levels of fine particles and ozone, on a scale of low air pollution to high air pollution. Current air pollution levels are listed on the home page, just under photo. The visibility cam is partially funded by the US Forest Service. Partners include Northeast States for Coordinated Air Use





Good Morning *- Sunrise over the Ammonoosuc Valley as seen from Jacob's Ladder (May 10, 2024) - Josh Bishop photo*

Management (NESCAUM), who manage the data and website, and Kennett Middle School in Conway, NH who hosts the camera. Photo *(below)* of Mt Washington taken in 2019, on a super clear day with very low pollution levels and excellent air quality." *- U.S. Forest Service - White Mountain National Forest FB page - Thu, May 9, 2024*

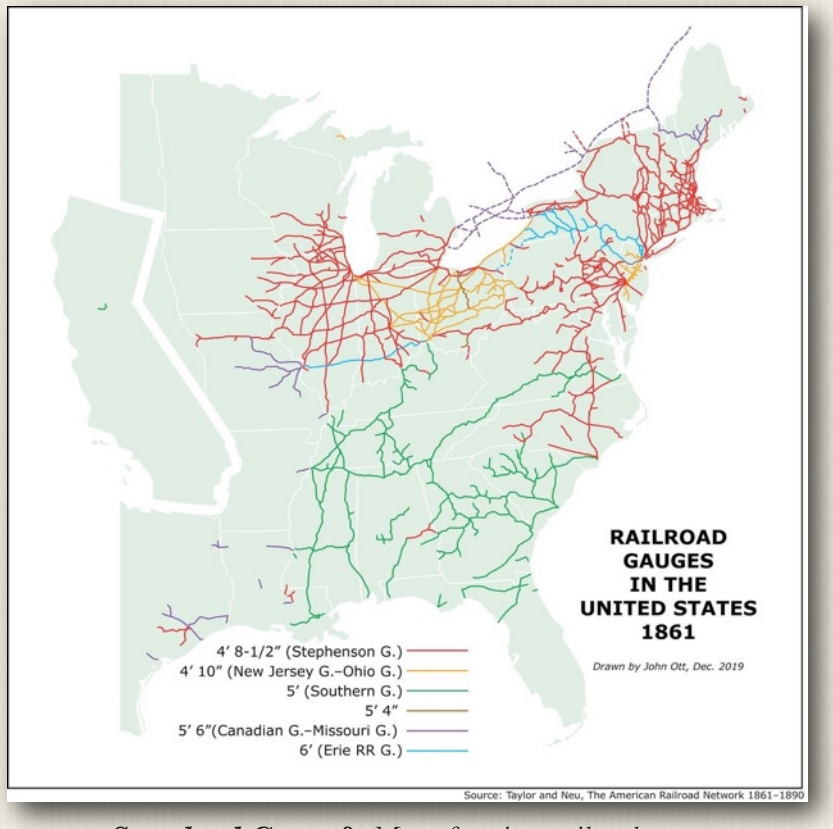
May 11th

A Narrow Gauge: "Good morning Coggers! Even on a day off, we're on the case, and today we'll attempt to answer the question "who is the horse's a** who decided to make our dear old Cog Railway (technically) a narrow gauge operation?" This fascinating article *(from the VenusPets: Life's Fun page)* goes about 99% of the way to an explanation. "The US standard railroad gauge (distance between the rails) is 4 feet, 8.5 inches. That's an exceedingly odd number. Why was that gauge used? Well, because that's the way they built them in England, and English engineers designed the first US railroads. Why did the English build them like that? Because the first rail lines were built by the same people who built the wagon tramways, and that's the gauge they used. So, why did 'they' use that gauge then? Because the people who built the tramways used the same jigs and tools that they had used for building wagons, which used that same wheel spacing. Why did the wagons have that particular odd wheel spacing? Well, if they tried to use any other spacing, the wagon wheels would break more often on some of the old, long distance roads in England. You see, that's the spacing of the wheel ruts. So who built those old rutted roads? Imperial Rome built the first long distance roads in Europe (including England) for their legions. Those roads have been used ever since. And what about the ruts in the roads? Roman war chariots formed the initial ruts, which everyone else had to match or run the risk of destroying their wagon wheels. Since the chariots were made for Imperial Rome, they were all alike in the matter of wheel spacing. Therefore the United States standard railroad gauge of 4 feet, 8.5 inches is derived from the original specifications for an Imperial Roman war chariot. Bureaucracies live forever. So the next time you are handed a specification/ procedure/process and wonder 'What horse's as came up with this?', you may be exactly right. Imperial Roman army chariots were made just wide enough to accommodate the rear ends of two war horses. (Two horses' ases.)" The remaining 1% is a rural legend, one that we hope is true because you just can't make this stuff up. Our 19th century founder, Sylvester Marsh, allegedly used a tree limb to measure



Standard Gauge: *Photo from Moab, Utah. Rail line to the potash plant. One of the deepest man made cuts through rock for a rail line. (2024) - VenusPets: Life's Fun Facebook page*

the standard gauge (4' 8.5") of the nearby Boston and Maine tracks, then used the same branch as a hiking stick. By the time he hoofed it 6 miles back to the proposed site of his base station, the stick was a half-inch shorter, and the rest, as they say, is history. We hope." This hope was short-lived as another *Facebook* post appeared ten days later. ***John Ott:*** "I think more crap has been written about track gauges than any other subject in railroading, unless it might be Russia iron. And the true story is rather simple and uncomplicated. Ready to hear it again? 18th-century English tramways, waggonways, railways, plateways, what-have-you, came in a variety of gauges from around three feet to around six. The waggonway at Killingworth Colliery, where George Stephenson was employed as enginewright, was, by chance, four foot eight inches. Stephenson built his first steam locomotive for Killingworth in 1814, and went on to build fifteen more. When the Stockton & Darlington Railway was planned in 1821, the owners consulted Stephenson, who laid out the line and set up his son Robert as a locomotive manufacturer to supply the engines. The Stephensons stuck to what they knew best, and so the world's first purpose-built steam railway was built to four foot eight inch gauge. The Stephensons went on to build bigger and better lines, like the Liverpool & Manchester Railway. George and Robert became England's premier railroad builders, promoters, and locomotive manufacturers. Many investors who wanted to start up a railroad of their own consulted and copied the Stephensons. Even as far away as America, people copied their practices and their four-foot-eight gauge. Later, it was realized that the gauge had to be loosened a bit at curves to keep cars from derailing at speed, so an extra half-inch was added. 4' 8½". In the beginning it wasn't even called standard gauge because there was nothing standard about it. There were many competing gauges in America, formulated by engineers who thought they knew better than the Stephensons. As late as the Civil War, there were several different gauges in use. Stephenson gauge was used in lines radiating west from Boston, Baltimore, and Philadelphia. New Jersey favored a four-foot-ten-inch gauge. The first railroad in Ohio bought a locomotive from New Jersey, so four-foot-ten was used in Ohio, too, along with a few pioneer lines that used five-foot-four. Southern lines, copying the South Carolina RR, chose five feet. Canada decided on five-foot-six and for some reason, so did Missouri and Texas. The New York & Erie chose to build to six-foot broad gauge, and so did a number of its feeder and connecting lines. Midwestern lines were mostly controlled by Boston bankers, and so they copied the Stephenson gauge that was universal in New England. The transcontinental railroad was originally proposed by southern interests to be five-foot gauge, but after the War started, President Lincoln preferred it to be more of a "northern" gauge. It wasn't until after the Civil War that railroad owners decided interchanging cars was a good idea, and took steps to clean up the gauge mess. Forget about the width of horses' asses or Roman chariots. Any story about "standard" gauge that doesn't begin with George Stephenson is bogus.



Standard Gauge?: *Map of various railroad gauges. (2019)*
- Pre1895 Railroads & Steam Engines Facebook page

- Mt. Washington Cog Railway FB page - Sat, May 11, 2024 / Pre1895 Railroads & Steam Engines FB page - Tue, May 21, 2024

May 13th

State Park Opening: Good afternoon Coggers– we're less than 2 weeks away from the official opening of the Mount Washington State Park visitor facilities at the summit! Park Manager Patrick Hummel and his crew are working hard against weather obstacles to get things fully operational by Friday, May 24 (or sooner). Our own summit trips started a little earlier this year (May 4), but we're excited to know that it won't be long until everything is up and running and the 2024 summit season officially kicks off!

- Mt Washington Cog Railway FB page - Mon, May 13, 2024 - 3:17 p.m.


MOUNT WASHINGTON STATE PARK
VISITOR SERVICES

2024 OPERATING HOURS

May 24 – June 14

Gift Shop and Food Concessions: 9:00 am - 4:00 pm
Lobby/Restrooms: 9:00 am - 5:00 pm

June 15 – October 20

Gift Shop and Food Concessions: 8:30 am – 5:00 pm
Lobby/Restrooms: 8:30 am - 6:00 pm

*"Hot Foods 11am-3pm daily, as staffing permits

Hours and Services may vary without notice

2024 - 4:21 p.m.

May 15th

Coös County Planning Board: North Country Resource Center - 629 Main Street - Lancaster, NH at 6:00 p.m. - Agenda: ZoningAmendments: Discuss first draft PD3/4 language from T. Bamford & Discuss revised buildable land estimate from NH Fish & Game. *See Vol. 5 Documents & Maps*

May 16th

Cog Combo Offer: "Climb Mount Washington aboard the World Famous Cog Railway!! Schedule your Mountain Getaway with a two-night resort stay at The Alpenglow Lodge at Attitash Mountain Village and two tickets to the Cog Railway for only $239 total (not per night). Save 66% off the rack rate. This promotional offer requires a 90-minute tour of Attitash Mountain Village Resort to learn about club membership and ownership opportunities. Must be age 28+. Other qualifications apply."

- Vacation White Mountains Facebook page - Thu, May 16, 2024 - 4:21 p.m.



May 17th

Mt. Washington Commission: 2024 meetings are scheduled for Fridays, at 10 a.m., location on May 17th - Omni Mount Washington Hotel, Reagan Room. ***Cog Clatter Reports:*** "Natural Resources Commissioner Sarah Stewart says the vendor who will conduct the environmental assessment of the sixty-acre Mt. Washington State Park has been selected, but the contract for the million-dollar study still has not been finalized. The New Hampshire Legislature adopted the findings of a new 10-year master plan for the park and approved the money for the assessment a year ago. In November 2023, the State hoped to have a contract awarded in February 2024 with a March 13th start date. Nine days after that initial start date, the Commission was told the scope of work was being finalized. Friday *(5/17)* the message at the Commission meeting at the Omni Mount Washington Hotel was the same. Commissioner Stewart says the "back and forth… on the scope of work to achieve the goals" of the Master Plan continues. "They haven't signed off on it," said Stewart. "They're checking to make sure they can deliver." Project manager Albi Fioravante said the scope of work to be done kept changing as the State added more findings on to the to-do list. "Every aspect of the Master Plan is going to be looked at – overall assessment – condition of property and visitor survey," said Fioravante. Stewart said, "We wanted to make sure we get our money's worth." She told the Commission she expects the vendor's response next week and then paperwork will



Mount Washington & Its Commission: *Back row: Park Dir. Patrick Hummel, Albi Fioravante - project mgr, DNCR Cmsr. Sarah Stewart, Allen Brooks - MWC lawyer, Phil Bryce - public, Drew Bush - MtWObs Dir., Chris Ellms - public. Front row standing: Derek Ibarguen- WMNF, Rep. , Howie Wemyss - Auto road, Sen. Carrie Gendreau, Rob Kirsch - MtWObs, Chris Thayer - AMC, Ryan Presby - Cog Railway, Ed Bergeron - Chairman Seated: Jack Middleton - MWC Emeritus. (May 17, 2024) - photo by Jitney Jr / Cog Clatter*

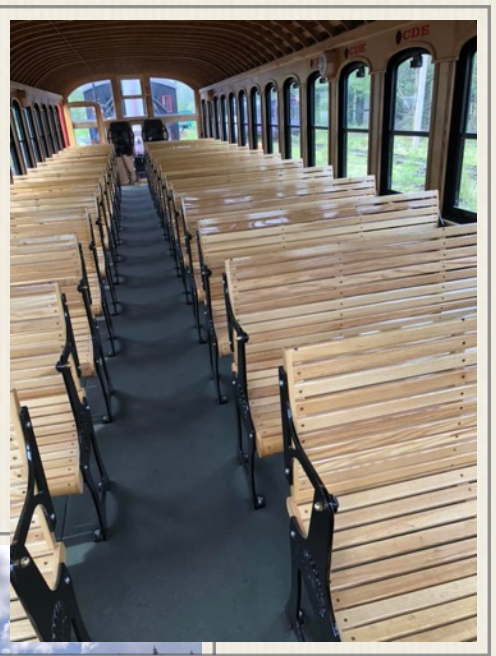
be finalized to present to the Governor and Executive Council – perhaps at their June 12th meeting.

Park Manager Patrick Hummell says his staff is in a "mass frenzy" aiming to open the Sherman Adams Building for the season on Friday, May 24th. The building will have new floors in its kitchen and food service area, new sales & information counters. Work has begun to prepare to switch over to a new water system and wastewater treatment plant. However, the Auto Road needs a couple of weeks to firm up so heavy equipment can be brought to the top of the 6,288-foot peak. Hummel remains optimistic. "Everything is coming together," he told the Board. Work on bringing a new fiber optic telecommunications cable to the Summit is in its final stages. Next week a crew will bring a steam generator to the summit to thaw out frozen vaults on the final existing conduit that will bring the line into the Sherman Adams Building. Hangers have been installed along the Cog Railway trestle and the fiber will be run half-way down the mountain on the 29th. Railroad attorney Earl Duval says he expects the Bretton Woods Telephone company to complete the connection in the next thirty days." *- Jitney Jr for the Cog Clatter - Sat, May 18, 2024*

May 23rd



Test Drive: "It won't be long now, Coggers! Paul *(Forbes)*, Ray *(Dest)* and Tommy *(Rhom)* brought MW9 up to the platform this morning for a short tire-kicking run after its winter overhaul. They'll make this year's first steam trips to the summit on Saturday, May 25 at 9:30 and 3:00– a handful of seats are still available on both Saturday trains, with more seats open throughout the long holiday weekend. Meanwhile, our new pre-season summit trains were very successful, but its about time we get our regular 2024 summit season off and running. The official kick off is tomorrow, May 24, with hourly diesel departures from 9:00 until 3:00, and with all Mount Washington State Park visitor services at the top OPEN!" ***Kevin Chagnot:*** "Steam Locos are the best" ***Mount Washington Cog Railway:*** "Kevin - right up there with the diesels!" ***Icky Scales:*** "The coach looks great! Nice fresh paint." ***Paul Forbes:*** "Icky - new seats too!" ***Gary Symonds:*** "You want to be careful kicking those tires, you could break a toe." ***Lynne Cusson:*** "Where's Cookie? love that guy." ***Andi Koller:*** "Which steam locomotives are working this season?" ***MWCR:*** "Andi - Well, we only have 2, and they should both see service this year" ***Koller:*** "What happened to the other locomotives?" ***MWCR:*** "Andi - Alas, what happens to us all, eventually" ***Bill Willis:*** "Mount Washington Cog Railway is there a plan to restore a 3rd still?" ***Len Carr:*** "Wikipedia has a good list of all the locomotives and their current condition and location (at least current as of 2/6/2023 when that information was added to the Wiki page) *- Mt. Washington Cog Railway Facbook page - Thu, May 23, 2024* ***Tommy Bonnet:*** And there goes the Sidewinder.









Opening season 2024, hope its a good one. Y'all be safe out there !!!" ***Peter Marshall:*** "I was watching that on the camera today. It is still quite a sight



every time I see it." ***Shawn Foss:*** "You up here this weekend Tommy Bonnet ?" ***Bonnet:*** "Shawn -No. I pirated Cookie's picture *(of the departure)*." ***Paul Forbes:*** "Beautiful, breezy day on the mountain. Great weather for test runs... for a trip *(cab view photos by Forbes)* to Jacob's Ladder." ***Tommy Bonnet:*** "Don't lose that tender." ***Tim Mayberry:*** "Impressive office view you have." ***Julie Ellen:*** "Looks perfect ! Feel good to be back ?" ***Paul Forbes:*** "Julie - it does." ***Phil Beroney:*** "How'd that go for ya??" ***Forbes:*** "Phil - just another cog event!"



Brakeman Tommy Rhom in freshly painted & seated Coach No. 6 (2019)
- MWCR photo

May 27th

Cog Summer Interns: "We've been waiting a long time for this, Coggers! We're happy to welcome 2 top students in the University of New Hampshire's Mechanical Engineering program to the Cog team! Tatum and Will *(left)*are spending their summer internship working with our resident mechanical engineer, Caleb Gross *(standing in doorway)*, and you'd better believe that nobody is happier to have them on board than Caleb! Our engineering department is one of the busiest and most crucial functions at the Railway, and through our arrangement with UNH, engineering students will receive invaluable real-world work experience. Everyone benefits - we get to help train our potential future work force, and in doing so, provide unique opportunities for talented young professionals to live, work, play and STAY in New Hampshire!"



Richard Lehmert: "I think they need a shorter counter!" ***Phil Beroney:*** "Kinda scary...." ***Rachael Norby:*** "Teamwork makes the dream work" ***Jocelyn Wyman:*** "awesomest girls alive" ***Dan Kenly:*** "You guys are in trouble" ***Nia Bebb:*** "duhhhhh" ***Hannah Niemi:*** "RUN" ***Lynne Cusson:*** "Where's Amanda she likes trouble too." ***Thomas Lane:*** "Dust that phone lol"

- Mt. Washington Cog Railway - Sun, Jun 2, 20024 at 12:31 pm

June 2nd

Short Staffed: "Short in stature, sure, but when it comes to efficiency and expertise in working the ticket desk on a busy Sunday, the tag team of Jocelyn *(Wyman)* and Nia *(Bebb)* are a pair to look up to!"





June 14th

Mt. Washington Commission: 2024 meetings are scheduled for Fridays, at 10 a.m., location Mt. Washington Observatory, North Conway. ***Cog Clatter reports:*** "We're Open" and "Almost" were the two themes the Mount Washington Commission heard Friday *(6/14)* at their meeting in North Conway. The panel oversees operations at New Hampshire's highest state park, the 60-acre circle around the 6,288-foot peak of Mt. Washington. Nearly fourteen months after one million dollars was allocated to do an environmental assessment of the park as part of it's new master plan, State Parks Director Brian Wilson says the proposed contract was "almost ready" to go before the Governor and Executive Council on June 26 for approval. "From there… we plan to engage with the consultant," said Wilson. "The consultant did good job illustrating how they will go about the process." Wilson says the study will start this summer, and cost less than the million dollars in the budget. "This contract will be considerably less than that," Wilson told the Commission with "a sizable amount left over." Wilson said the Department will have conversations with the Commission what else might be done with the funds. Wilson says a budgetary "placeholder" of $3-million dollars has been put in his department's proposed 2026-2027 capital budget "to cover action identified in the assessment" in budget year 2028-2029. That budget will be submitted to the Sununu administration but will have to be approved by the new governor that will be elected this fall. Mt. Washington Park Manager Patrick Hummel told the group, "We're open." Since its first full day of operations on May 24, Hummel says the Sherman Adams Building has seen attendance "on par with what we saw last year." His report came on the eve of the Mountain's first major event, the Delta Dental Footrace – an event that bad weather turned into a "mass casualty event" in 2023, with runners suffering from hypothermia while running into the clouds. Hummel says if the weather is bad, the plug will be pulled on the race. In terms of "almost," Hummel says the new modular wastewater treatment plant for Sherman Adams would arrive in Gorham from Canada on June 19th, and then be trucked to the summit after the Auto Road's business hours sometime before the weekend for installation as soon as possible. Once it's hooked up, "activated sludge" will be trucked up the Auto Road to prime the system. "Feeding the bugs," Chairman Ed Bergeron explained. Cog Railway president Wayne Presby said, "Almost" covered the installation *(right)* of a new fiber optic cable to the Summit by the Bretton Woods Telephone Company. The new cable to replace the failed fiber line run up to the Summit with the buried powerline back in 2008. The new reinforced, underwater grade fiber ca-



Two fiber cable installers resume work after No. 2 passes by on May 30th (2024)
- Josh Bishop photo

ble is strung along the railroad's trestle, and will use existing conduit for the final run to the Sherman Adams and Yankee Network buildings. Cog General Manager Ryan Presby said the cable project should be done by June 27th. When it comes to "We're open" – Wayne Presby said winter trains to the new Waumbek Station has ridership up about 6-percent, but he has heard reports economists are "now expecting a 100% recovery from Covid (this summer), so travel has started to come back." Finally, vice chair Rob Kirsch said he's "almost" tracked down someone from the Native American community willing to come talk to the Commission about the role Mount Washington has played in their history. An unsuccessful attempt to officially re-name the mountain, "Agiocochook" pushed the commission into the complicated world of Native American affairs between groups throughout the North Country."

Minutes (abridged): *Master Plan.* Dir *(Brian)* Wilson thanked Mr *(Albi)* Fioravante for spearheading the considerable work that went into the Summit Assessment contract. It is expected to go to the Governor and Council for approval at the June 26th meeting. A copy of the contract will be shared with the MWC once it is made public. Mr *(Rob)* Kirsch asked that the consultants speak before the MWC at the September meeting. Mr Fioravante said the project updates will be posted on the DNCR website. DNCR will request approval from legislature that capital fund balances for the project be carried forward. *Fees paid to the State.* Dir Wilson reported that of the 179 special use permits issued by the Division in 2023, 14 permits were for events at Mt Washington State Park. The number of events held at the summit exceeded the number of events held at Franconia Notch State Park. Mr *(Patrick)* Hummel will provide a summary of the 2024 events at the October MWC meeting. *Capital Improvements.* Mr Hummel said that the new wastewater treatment plant will be delivered to Gorham next week. They expect the plant to be operational in early July, after "seeding" the plant with activated sludge. Removal of the old water tanks and aesthetic work is being done. Dir Wilson said that next Tuesday, DNCR's capital budget request for FY2026 & FY2027 will be presented before legislature as part of the Governor's capital budget hearings. He met with the Capital Project Overview Committee last week to provide updates, including the Tramway project. DNCR's $37.5M capital budget request includes a placeholder of $3M for Mt Washington for the FY2028-2029, assuming project recommendations generated from the assessment work. A new Governor administration will prompt another review of the budget in the fall. *Park Ops.* Mr Hummel reported that the park opened on May 24, with estimated attendance and retail operations on par with last year. The season's first major event is tomorrow's Delta Dental race. Parks and summit partners have established better the health and safety procedures, especially in response to weather conditions. Parks will determine if weather conditions require an adjustment to or the cancellation of an event. Communications and advance planning are essential to ensure a safe and successful event. Other planned events include Minis on Top, Race the Cog, ATV Day and Seek the Peak. State Police will be meeting with staff to discuss safety and emergency response protocols. *Negotiation of agreements.* Dir Wilson said that there are several agreements in various stages of review, including DES Air Monitoring, Bretton Woods Telephone fiber optic connection, MWObs third and final lease renewal option, and the Auto Road lease for the summit parking lots. Parks is working towards have the lots appraised. Bretton Woods Telephone will be repairing and connecting into the existing fiber optic conduits at the summit. *Resource protection.* The annual removal of invasive dandelions in the WMNF has begun and will be conducted at Mount Washington in July. Resource protection and conservation programs such as this and the alpine butterflies will be included in the assessment work. Mr Presby said that the Cog app will also include information about these conservation efforts. ***Partner Reports***. *AMC.* Mr Thayer reported the following: they are staffed; visitation is increasing; huts are open; trail crews are working; and conservation and research efforts continue, including the federal-funded study on snow monitoring. Trail work includes the Ammonoosuc Ravine Trail that was damaged by rain. Media Day is on July 11th, with a panel discussion on search and rescue stories to help get messages about weather and safety to hikers. *Auto Road.* Mr *(Howie)* Wemyss reported that: they opened two weeks early; Memorial Day weekend was slow; and the Delta Dental foot race event is this Saturday. Their bridge construction project will be done in August and they are also renovating the tollhouse. *Cog Railway.* Mr Presby reported that: Bretton Woods Telephone completed its fiber optic line installation along the track and will repair and tie into the fiber optic line at the summit; UNH interns are working on a Capstone Project to develop an electric "speeder" car and project findings will be applied towards developing an electric locomotive; and work continues on base construction projects, including paving, drainage, laying a track to their maintenance shop and exhibits. They are working with the State on installing an electrical connection at Waumbek Station. *MWObs*. Mr Bush reported the following: a visit to the summit by U.S. Senator Hassan is being planned; work on several maintenance projects; coordination with Parks on their Seek the Peak event and safety work; a medical certification program for youth educators; the North View camera is back online; collaboration with the Auto Road and

Cog Railway for public weather station tours offered as part of ticket packages; a joint internship with the USFS at the Avalanche Center and collaboration using the new Mesonet stations; a variety of initiatives with the Omni Mount Washington Resort; a joint internship with AMC and Hubbard Brook for the development of the first almanac on the climatology and biology of the White Mountains; and a meeting on the Northeast Snow Survey work to monitor snow, weather, and flooding in the Northeast. Their proposal to expand their partnership with the National Weather Service for improved weather forecasting is a federal FY2025 priority. *AOB.* Mr Kirsch and Mr Bryce said that they are working with various contacts about the Native American historical and cultural connection with Mount Washington. They will provide an update on their efforts at the September meeting.



Summer Daze: *Fireman Paul Forbes post:"Hazy, lazy crazy day on the hill."* ***Joe Fox:*** *"Hopefully it's cooler at the top than it is along the coast. lol."* ***Karen Watson:*** *"What's the temp up there?"* ***Icky Scales:*** *Karen - it's hot! - 70 degrees at the summit" on Wed, June 19th. (2024) - Paul Forbes photo*

June 19th

Coös County Planning Board: Next Meeting: June 19, 2024 @ 6:00 p.m. at North Country Resource Center - 629 Main Street - Lancaster, NH. Agenda: 7. "ZONING AMENDMENTS: Copies of the revised PD3/4 zoning amendment language and application form were emailed to the board members prior to the meeting. There being no changes or questions a motion was made by Representative Jim Tierney, seconded by Ericka Canales to approve the Addendum for Applications in PD3/4. The motion was passed in the affirmative by voice vote. Tara *(Bamford)* continued with the review of changes. The Board agreed that both, the draft and a clean copy of the PD3 will be provided to the landowners for the July 17th meeting. Mike Tremblay urged the board members to research the information on the 300' riparian on the higher side of the proposed areas. He would be agreeable with 200'. Chairman *(Scott)* Rineer stated that the landowners are being notified for their input at the July meeting. Tara asked that the Chair provide his input at the meeting since he has worked in those areas. Jake DeBow of NH Fish & Game will be attending the meeting and will bring before and after maps. He will send them to Tara prior to the meeting. Mike Ouellet suggested that the landowners attending the meeting should be asked if they have any other concerns. The Board agreed to the suggestion. There was a brief discussion on updating the zoning maps in the future." *- Minutes of the Planning Board*

June 20th

Environmental Assessment Consultant Revealed: *Cog Clatter* reports: "A Massachusetts-based consulting firm has been chosen to conduct an environmental assessment of the summit of Mount Washington, New Hampshire. Next Wednesday *(6/26)*, Gov. John Sununu and the Executive Council will be asked to approve a nearly $609-thousand dollar contract with Tighe & Bond, Inc's Portsmouth, New Hampshire office to "perform an environmental and facilities inspection and produce a final recommendation report on Mt. Washington State Park" for the New Hampshire Parks & Recreation Division. The assessment was required by the Mount Washington Commission's new 10-year master plan for the mountain. Tighe & Bond is an employee-owned consulting firm based in Westfield, Massachusetts with offices in New York and all the New England states except Vermont. In May 2023, the New Hampshire Legislature approved a $1-million dollar capital appropriation to cover the cost of the assessment called for in the October 2022 Master Plan - a plan that was 40 years overdue. In November 2023, Parks & Recreation put out a request for qualifications, and seven firms responded by mid-December. Three were interviewed and scored in mid-January 2024. The negotiated Tighe & Bond price of $608,800 dollars came by leaning heavily on existing documents, maps & studies while making some original items in the Mount Washington Commission's environmental assessment wish list a la carte. The contract will cover analysis of contaminated soils and groundwater around the Summit as well as damage to alpine plants; a building and infrastructure survey; a visitor use survey; tactics to hide environmentally-sound fuel tanks; how an up-to-date communications and maintenance facility might be provided, and an estimate of how much all that might cost. Not included but available for purchase are a site topographic survey; geotechnical test borings; new drawings & 3D scans of existing summit buildings; blower door testing, infrared photography, and energy modeling as well as no alpine-specific building envelope consulting and telecommunication assessment

Tighe&Bond
Engineers | Environmental Specialists



beyond reviewing the condition of the Yankee Network building. Tighe & Bond will not provide a formal ASTM Phase 1 Environmental Assessment Report usually done ahead of purchase or the transfer of a property nor will detailed engineering calculations be used to develop a price tag for recommendations made in the "findings letter" being developed by October 31, 2025. Cost estimates "will be based on engineering judgement only." Even if the contract is approved next week, the assessment is running behind. Tighe & Bond's schedule anticipated a May start-up with the Visitor Engagement/Survey starting this month and running through November." - *https://media.sos.nh.gov/govcouncil/2024/0626/130C%20GC%20Agenda%20062624.pdf* / *www.tighebond.com*

June 22nd

It's Raining - It's Pouring - It Ain't Running: "If we're not sweltering, we're swimming, Coggers! It's been a crazy weather week up here, what with the heat and the rain. And tomorrow may be the craziest day of the last several, according to the Mount Washington Observatory's Higher Summits Forecast. Because of that, the organizers for the third annual Race The Cog event have decided to postpone tomorrow's fearsome footrace against our trains due to the potential for hazardous thunderstorms and high wind speeds throughout the day. We'll post information about the reschedule date as soon as it is available." / This event has been postponed from Jun 23, 2024 to Aug 24, 2024 *(Ed. Note: New Date coincides with the Hike for Mental Health "Painting the Cog Otrange event)* - Registration (now) closes: Mon, Aug 19 @ 11:59PM ET - New Distance Option! Racing to the top of Mt Washington not enough? Register for the Devil's Shingle Roundtripper and you now have the option of tagging the summit at mile 2.75 and then racing back down the mountain, finishing with 5.5 miles total right where you started! You will follow the same course as the summit climb, directly up the mountain paralleling the Cog train track. Race the Cog is a part of the Delta Dental Mountain Challenge. Compete in 4 of the 7 races to be eligible for prize money!" *- Mt. Washington Cog Railway Facebook page - Sat, Jun 22, 2024 / UltraSignUp.com*

June 26th

Governor & Executive Council: AGENDA for meeting at State House, Concord, NH -June 26, 2024, 10:00 a.m. Item #130C - Authorize the Division of Parks and Recreation to enter into a contract with Tighe & Bond, Inc., Portsmouth, NH, in the amount of $608,800, to perform an environmental and facilities inspection and produce a final recommendation report on Mt. Washington State Park in Sargent's Purchase, NH. Effective upon G&C approval through October 31, 2025. 100% Capital Funds - APPROVED

June 28th



Congressional Fact-Finding: We were pleased to welcome Senator Maggie Hassan *(right)* to the Railway today *(6/28)*, along with a contingent of NH and Washington staff and officials *(above)*, for a ride to the summit and a tour of the Mount Washington Observatory and State Park facilities. Our beloved mountain cooperated by providing a small taste of some of the world's worst weather! 28° on the 28th Cold conditions atop the Rockpile this morning *(left)* leaving a nice layer of Rime Ice at the summit *- Mt. Washington Cog Railway Facebook page & Ski the East Facebook page - Fri, Jun 28, 2024*





July 3rd

155 Years Ago Today: "Good morning Coggers - we are 155 years old today, and you can come celebrate with us at our big belated birthday party on September 14! Space is limited, so for details and to purchase tickets for the day-long event featuring steam train rides, guest speakers, shop tours, a catered dinner and FIREWORKS, please visit https://www.thecog.com/sept14-event More importantly, though, tomorrow our republic turns 248! To mark both occasions, we've returned to our project celebrating the history of innovation and leadership at the Cog Railway by focusing on Lt. Colonel Arthur S. Teague. Col. Teague led the Railway as its manager, and eventually its President, from 1935 until his death in 1967. But it was for his heroic service during the war years, 1941 thru 1945, that he will always be best remembered. Teague served with great distinction, leading an infantry battalion from the beaches of Normandy across western Europe and deep into Germany during the darkest years of the 20th century. Among the many high honors awarded to Teague for his courage and leadership was the Distinguished Service Order, seen here being presented by British Field Marshall Bernard Montgomery. Today, as



whispers of fascism and autocracy are being heard once again throughout the free world, we're humbled by the great sacrifices made by countless men and women in the defense of freedom and democracy. If you read nothing else this long holiday weekend, read the incredible account of Teague's wartime service compiled by Railway historian Tim Lewis *(see Jitney Years Vol. 4 Appendix)* or https://www.thecog.com/first-on-the-beach . ***Art Poltrack:*** "An American Hero and mechanical innovator at the railway. Along with Lawrence Richardson designed and implemented a nine piece cog railway switch, three of which remained on the line from ~1941 until early 2000s. Brought in a Pelton water wheel which powered shop machinery, a DC electric generator, and pump which delivered water to the summit. This water system operated at close to 2,500 psi and maybe the highest pressured system ever on the earth. Ironically, the expansion joints on the pipeline, which laid atop the trestles, had Nazi swastikas casted on the ends of them. A devoted husband, father and highly respected by all who knew him. (Arthur Teague) never asked anyone to do anything he would not or could not do himself. His namesake locomotive, which came on line in 1972, now located at the Base Road intersection with Route 302." ***Paul Forbes:*** "Happy 155th birthday to my favorite place!"

- Mt. Washington Cog Railway Facebook page - Wed, Jul 3, 2024



July 10th

Trip Advisor Top 10: "Step aside, Great Pyramid of Giza! Shove over, Eiffel Tower! Make room for the Mount Washington Cog Railway, rated by Trip Advisor as being among the top 10% of things to see and do IN THE WORLD! Now, you know us, we would never make such an extraordinary claim ourselves about our modest little first-ever mountain-climbing cog railway, (even though we are One of the World's Great Rail Adventures). Of course we think everyone should take a ride with us to the top of New England at least once in their lives. But if Trip Advisor wants to toot the horn for us, we'll take the toot! Thanks Trip Advisor!"

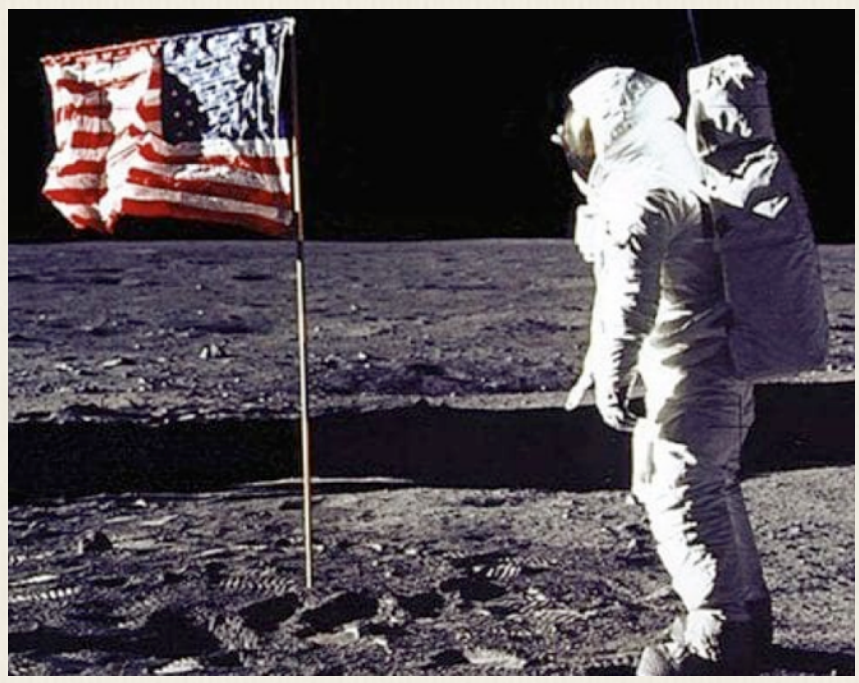
- Mt. Washington Cog Railway Facebook page - Wed, Jul 10, 2024

July 17th

Coös County Planning Board: The Coös County Planning Board will meet on July 17, 2024 at 6:00 p.m. at the North Country Resource Center on Route 3 in Lancaster, N.H. to discuss possible changes to the Zoning Ordinance for the Unincorporated Places. The Zoning Ordinance adopted in 1991 includes a Critical Wildlife Habitat (PD3) overlay district that includes some restrictions on forest management in certain areas identified as important habitat and in a 400-foot strip around these areas. The Zoning Ordinance also contains provisions for a Fish Spawning Area (PD4) overlay district; however, this district was never delineated. The changes under consideration would combine these two overlay districts, update the areas identified as critical habitat based on input from NH Fish and Game, change the forest management restrictions to be advisory only, and reduce the width of the protected area. Instead of critical habitat plus a 400-foot strip, the overlay district would now be a 300-foot buffer along streams identified as critical. The public is invited to participate in this discussion with comments, questions and suggestions in person or by Zoom

July 19th

Coggers Remember a Small Step: David Brenner: "Tomorrow July 20 is an anniversary of the first moon landing. How many remember crowding into the Silver Fox to watch on that tiny black and white tv?" ***Tom Fillion:*** "Yep. I was there! I think Frank Wyman organized it?" ***Richard Crandall:*** "I was there but slightly alcohol impaired" ***Becky (Morgan) Cooke:*** "We all were, Richard! But it was a fun group party!" ***Anne (Teague) Koop:*** "Fun fun fun... Oh my - like yesterday. We rented out several rooms at the motel... watching history being made" ***Charley Kenison:*** "I was there! Amazing impossible event and an amazing group of Coggers!" ***Terry Flaherty:*** "I didn't see the moon landing there but watched Nixon resign from there."



Brian McMinn: "I recall from my great grandmother's TV." ***Tommy Bonnet:*** "If I've got my timeline correct, tomorrow is also the anniversary of Joe Lovely and I's turbo hydrozilator experiment with the 3. Dave Gooden ran it on my day off and used up a tender full of coal by the time he got to Skyline." ***Fanny (Teague) Blaggie:*** "You have a great memory" ***Martha Rodgers Magane:*** "I was there! I remember sitting on the floor in one of the motel rooms on a rather worn carpet, too young to hang out with the big kids at the bar." ***David Huber:*** "I was in Idaho at the BSA National Jamboree. Sitting in the medical recovery tent, recovering from heat exhaustion and dehydration. About a dozen or so scouts, sitting around a 13" BW tv." Charley Kenison ,Did the Cog close early that day? They landed at 4:17pm ET. Or were some trains still on the mountain?" ***Robert Cal Callahan:*** "I was in downtown Lynn saw it in a store window 15 years old at the time strong interest in science" *- Mt Washington Cog Railway: We Worked There - Fri, Jul 19, 2024*



August 2nd

Abenaki's New Headdress: "We love the smell of fresh paint in the morning, Coggers, so we couldn't resist taking a whiff and a quick snap *(left)* of M3 *Abenaki* and its stunning new livery! Now, about that yellow coach..." ***Paul Forbes:*** "Amazing work…. as always. Lots of talent up there" ***Emma White Westcott:*** "Stunning! What a beautiful paint job!!" ***Adam Kendall:*** "Looks awesome" *- Mt. Washington Cog Railway Facebook page - Fri, Au 2, 2024*

August 4th

Race On! Take 2: "Looks like the second time's the charm, Coggers - Race the Cog 2024 went off without a hitch this morning, a little over a month after it was washed out due to severe weather. M1, our race train, and the elites went up at 9:00, followed by the intermediates at 9:30 and the chill heat at 10:00. The buzz this year was around the men's elite division in the absence of two-time top-timer Joe Gray. Joe beat our train to the summit by 3 minutes 2022, and was the top men's finisher in 2023. This year, Remi Leroux *(left)* was the first to break the tape at a stunningly impressive 42:09. Sadly for Remy, even that wasn't quite impressive enough to beat back engineer John *(Stinehour)* and brakeman DJ *(Darlene Jones)*, who whipped M1 to the top in an astonishing 35 minutes. On the Elite Women's side, Amber Ferreira *(right)* repeated last year's win with a cracking 51:05! And our own brakeman Kate Reardon *(left)* achieved her personal best, stopping the clock at a remarkable 1:17 and change. Congrats Kate! ***Tom Eyman:*** "You go Kate!" ***Kate Reardon:*** "Thanks Tom!" BTW, there's absolutely no truth to the rumor that a Cog employee was seen at the starting line slipping a fiver to engineer John on M1, telling him to "keep it fair." Nope. That didn't happen."









- Mt. Washington Cog Railway FB page - Sun, Aug 4, 2024

Racin' the Cog*: (counterclockwise from above) Remi Leroux breaks the tape; Brakeman Icky Scales congratulates fellow Cogger Kate (Oswald) Reardon; Amber Ferreira with a stride to go & the start (from the Base Station 2024)*
- Mt. Washington Cog Railway photos



August 5th

"Oh, What a...: *"*Good morning Coggers, and what a beautiful morning it is! We glanced very quickly at this picture when it came in as part of a text message on our phone from Assistant Train Master Josh Bishop, thinking "when did Josh go to the Rockies?" On closer inspection, it's not the Rockies, it's right here, a few minutes ago, on our beloved Rockpile! Thanks, Josh, for the snap!" *- MWCR Facebook page - Mon, Aug 5, 2024*

August 6th

"Wake me up, when September arrives":
Dave Moody: *"*Yesterday *(8/6)* seemed like a late Sept day at the Cog with the cool temps" Moody posting photo *(right)* at Waumbek Switch.

- MWCR: We Worked There - Tue, Aug 6, 2024



August 21st

Coös County Planning Board: The Coös County Planning Board will meet on August 21, 2024 at 6:00 p.m. at the North Country Resource Center on Route 3 in Lancaster, N.H.

August 22nd

Fatal Decision: "A 72-year-old man from Virginia was found dead near the summit of Mount Washington, according to officials. At about 8:30 a.m. on Thursday *(8/22)*, a hiker found his body lying about a half mile below the summit, according to the New Hampshire Fish and Game Law Enforcement Division. The Cog Railway offered to send a special train and crew to help Fish and Game recover the man's body from a location on the Gulfside Trail near the junction of West Side Trail, as he was about 425 feet north of the Cog Railway tracks. Crews hiked the body back to the train, which transported him to the Base Station. From there, they transferred the body to the State Medical Examiner's Office in Concord for an autopsy. Officials from Fish and Game, the New Hampshire State Police, and Twin Mountain Fire Department responded to the call. His driver's license revealed he lives in Virginia. Authorities are withholding the hiker's name pending family notification. It appears that the man likely died due to environmental exposure, officials said, but the exact cause of death is pending autopsy results. Authorities said they know little else about the hiker. The man was dressed in jeans, had on a dark navy blue raincoat, brown hiking boots, and a small blue backpack. He was unprepared for the conditions on the White Mountains' higher summits. Temperatures in the area were in the mid-50s during the day on Wednesday, and fell to the mid-40s at night, forecasters say. Investigators are looking for other hikers who may have encountered the man Wednesday. Authorities say it is likely that he took a train ride up to



the summit in the morning or early afternoon on Wednesday *(8/21)* and then decided to try hiking down. This isn't the first death on the notoriously hard mountain to trek this year. In March, a skier died after falling down a ravine. Fish and Game reminds people that the weather on the higher summits is cold, wet, and windy, which are prime conditions for hypothermia and other cold-related injuries. The department advises hikers to check the forecast on the Mount Washington Observatory before venturing out. / "Anthony J. "Tony" Antenucci, 72, a parishioner of St. James Church in Falls Church, (VA) died in a hiking accident on Mount Washington, N.H., Aug. 21. Antenucci *(left)* volunteered to take bone marrow all over the country. While in New Hampshire, he went to the summit of Mount Washington. He decided to hike down, but the weather turned on him. His body was found a half-mile from the summit the following morning. Antenucci was born May 27, 1952, to Damiano and Adelina Antenucci in Isernia, Italy. He was 18 months old when he arrived in Brooklyn, N.Y., along with his parents and sisters Anna (Gioino) and Rita (Morrison). His parents moved to the United States after losing other children during World War II while in Europe. Antenucci lived in Brooklyn until his graduation from Polytechnic Institute of Brooklyn with a bachelor's in aerospace engineering in 1973. For most of his career, he worked for the federal government. He retired from the Drug Enforcement Administration as an operations research analyst in 2009. Antenucci loved to travel, walk, hike, cook and bake, especially different varieties of cheesecakes. Friends said he was a kind, gentle, generous and religious man. He volunteered at a community food delivery program. His volunteer work as a courier took him around the country to bring bone marrow to hospitals for people awaiting transplants. Antenucci walked the Camino in Spain in two segments and joined a 100-mile walk with a small group from the Archdiocese of Baltimore to Philadelphia for the Mass celebrated by Pope Francis in 2015. "The last time I saw Tony was at a luncheon," said longtime friend Karen Cavanaugh. "Conversation turned to faith, with people at table expressing doubts about God's existence. Not Tony. When someone asked him why he believed, he said it was because he could see the hand of God at work in his life." "Tony's faith was a large part of his life," said Ann Augherton, managing editor of the *Catholic Herald* and longtime friend. "He was a good man and lived his life trying his best to one day get to heaven. His mother's Italian cooking spoiled him for any other woman's cooking, and he spent hours in the kitchen perfecting recipes and sharing his creations. I recall the last evening he was at our home. He walked out into the dark street carrying his mostly empty casserole dish of homemade cherry bread pudding. He waved and said, 'See you later.' " He was predeceased by his parents, and his sisters Anna and Rita. He is survived by a niece, Roseann Meehan (John) and nephews John Gioino (Jennifer) and Joseph Gioino. He is also survived by great nieces and nephews, Melissa Meehan, Jonathan Meehan, Patrick Gioino and Caroline Gioino."

- Boston.com - Fri, Aug 23, 2024 / Tacoma (WA) News Tribune - Fri, Aug 23, 2024 / Arlington (VA) Catholic Herald - Sep 13, 2024

August 24th

Painting the Cog Orange: "The Hike for Mental Health group's annual Summit Mt Washington fundraising event adds a train for their non-hiking supporters to get involved. Through "Paint the Cog Orange," participants have the chance to experience the majesty of the highest peak in the northeast by riding the Mt Washington Cog Railway to the summit." All seats are sold for 2024.

August 30th

Exceptional Interns: "Good afternoon, Coggers, and a what a peachy afternoon it is today *(8/30)* - blue skies and clear horizons as far as the eye can see. Recently, we bid farewell and toodle-loo to our exceptional summer interns, Tatum *(VanSicklen)* and Will *(Callery)*, from the University of New Hampshire's Mechanical Engineering program. T&W worked under the tutelage of our resident Mechanical Engineer Caleb Gross, crawling under the hood and deep in the guts of our diesel and steam locomotives. Most importantly, they helped coordinate the activities of their classmates and faculty back at UNH working to design and fabricate the Railway's newest Maintenance-of-Way vehicle - a modular, 4-passenger ELECTRIC track speeder!







Ready or not, the future is coming - we saw it with our own eyes in these two young talents - and we'll be sure to let you all know when it gets here!" ***Kevin Madore:*** "Man, I wish they had internships like that when I was an ME student a few eons ago" ***Art Poltrack:*** "Two bright young engineers!" ***John Whalen:*** "The croo..."

September 5th

Cog Gateway Upgrade: *Earl Duval:* "Cote Crane is here today *(9/5)* erecting the new entrance arch *(above)* and moving the snow jet to its pedestal." *Josh Bishop:* "A new welcoming entrance to the cog railway was put in place today for all to enjoy, it's not fully finished we have a few more things to add but it is looking spectacular." *Anthony Paraspolo*: "I've been wondering when that was going to happen since I started there" *Kate Reardon:* "Can't wait to see it Sunday!" *Bishop:* "So today our old snow jet that was used to clear the tracks was moved *(right)* to its final resting place. *(below)*" *Charley Kenison:* "Nice Job!" *Emma White Westcott:* "I've been waiting to see this start to go up, how exciting!" *Mike Noel:* "Tour bus friendly? Lol" *Josh Bishop:* "Mike - that it is"

- Facebook.com various





September 13th

155 Celebration Eve: "Good sunny Friday afternoon Coggers - tomorrow, September 14, is the big day! While our special 155th anniversary celebration is completely sold out, we'll be sharing plenty of exciting new content about the event over the next few days and weeks. First off, here's a peek *(above)* at what will be greeting visitors to the railway today, tomorrow, and many decades into the future: a grand new entry arch, designed, engineered and fabricated right here, by us! This thing is spectacular at sunset, and we'll be sure to post much better photos as we get them. Speaking of the event tomorrow, we will be running limited passenger service prior to the 2:00 start time. The last regular public train leaves Marshfield at 11:00, which means the last down-mountain train will leave the summit at 12:45. HIKERS, HEADS UP: that means you should NOT climb to the summit assuming you can hitch a ride down with us. The few trains we'll be running tomorrow will most likely be sold out, or nearly so, and there's no guarantee that 1-way down tickets will be available to bring you off the mountain the easy way. FYI: 1-way down tickets are only ever sold at the summit post office, and only if seats are available. If you hike up, you must always be prepared, mentally and physically, to hike back down." ***Adam Kendall:*** "I would have loved to come to the party and awesome job on the arch. I do miss the railway."

- Mt. Washington Cog Railway FB page - Fri, Sep 13, 2024

September 14th

40 Years of Innovation: 155th Anniversary celebration *(1869-2024)* at the Mt. Washington Cog Railway. "Good morning Coggers! Yesterday's *(9/14)* big 155th anniversary celebration is behind us now, and it's already taken its rightful place in Cog Railway lore. As fireworks lit the faces of nearly 500 happy guests, President Wayne Presby noted that it was the "best event" he'd ever attended (and coming from Wayne, that's saying something!) Earlier in the day, Waumbek Station *(left)* had its best early autumn face on while historian Tim Lewis delighted his audiences with tales of the Railway's early days. Chef Joe's outdid themselves with a tasty catered buffet dinner in our meticulously cleaned and arranged maintenance shop, thanks to John Suitor and his crew. And after his comprehensive recounting of the list of improvements and innovations made under his watch since 1983, Wayne and Sue received their alma mater's Lifetime Achievement Award, presented by Megan Carpenter, dean of the University of New Hampshire's Franklin Pierce School of Law." ***Allen Haggett:*** "To our Trainmaster Andy, Want to give this guy a huge compliment on a GREAT JOB well done for the 155th celebration. From coordinating the train crews, scheduling, helping customers, long



hours and all the behind the scenes that most people don't see. You definitely made it a stress-free day for all of us and the customers. A huge Thank you from all the steam & diesel train crew personnel on a job well done. Coggers forever!! Andy Vilaine" ***Peter Marshall:*** "Andy is one of the best" ***Art Poltrack:*** "Andy does great work for us all." Paul Forbes: "Couldn't agree more. Andy is always there and ready for the crew. The special schedule ran smoothly. Thanks Andy!" ***Michael Scales:*** "100% agree!!! The chess master made all the right moves per usual…" ***Matt Notarnicola:*** "Was at the 155 party tonight, it was an awesome time!" ***Diane Krohn:*** "Great job yesterday! Thoroughly enjoyed the 155th Anniversary!" ***Icky Scales***: "155th celebration at The Cog last night. It was a great day, superb dinner and fireworks to boot." ***Art Poltrack:*** "A very fine event and fireworks display." ***James Garneau:*** "Anderson Pyrotechnics would like to thank Wayne, Sue, Ryan, and all the wonderful crew for having us. We are proud to have been part of your 155th Celebration." ***Dave Moody:*** "Great celebration, great food and very well planned on every detail. The 70's crowd was well represented, the Kent family, the Callahans, the Newmans, Dave Huber, Tim Lewis, Roger Sanders, the Poltracks ,the Kenisons and myself. Sorry if I missed or didn't see others from that era." ***Anne Koop:*** "Looks like a fabulous time and the fireworks are great" ***Karyl Kent:*** "It was a wonderful gathering! There were so many people, it was hard to find "our crew". *(left)* 4 generations of Kents." - *MWCR Facebook*







September 15th

155 plus One: *John Kurdzionak:* "I couldn't attend the 155th party, but I WAS there for the "155th + 1 day". It was great to see a few of my old friends yesterday, a couple of new(er) ones, and, to meet a few "new-to-me" Coggers, too. Of course, everyone we ran into, made us feel like we were coming home to family. These people with me *(right)* are my wife Christine, along with John Jr. (18) and Allia (14). The photo *(left)* of John near the summit, is similar to one my father took of me, about 1986. Possibly sitting on the same rock! The chili dog *(right)* warrants some explanation. When I worked there, if I didn't have a track lunch (RIP Joe LaCroix & Pete Gervais, and their steak sandwiches with mayo and yes, sometimes, with falling cinders mingling with the mayo!), I'd always get a chili dog at the summit. So, of course, I just had to get one yesterday. Well, they taste the same now as they did in 1992... so something as silly and and simple as a chili dog is something else from yesterday that just "brought me back home"! What I do miss, is the "Breakfast of Champions" video (https://youtu.be/J37u_usbJHc?si=5XoB54f8bk-knmgh) that used to play on loop at the summit... the music in it, has been in my head for 32 years, and I equate it with the summit building, and vice versa. But, lacking that, the chili dog was sufficient to make it 1992 at the summit for me. Of course, I also miss the "Railway to the Moon"







video (https://youtu.be/J3n4stOy1cQ?si=yvpz1zpGtNwG5c-O) that played on loop in the OLD Marshfield (and new), and its music, and narration, and sounds, etc... but then I'd really be dating myself. It was great to be back." ***Emma White Westcott:*** "I meant to text you this week, was wondering if you and the family would make it up. Great photos and memories as always, glad you all had a nice visit!" ***Tina Holbrook Bedor:*** "I was hoping the gift shop still had a DVD version of Railway to the Moon (they did several years ago). Unfortunately they just had the new one. I asked the gift shop crew about it hoping there might be some ... they had no idea that video even existed, and were so confused by my question. Yep, that video dates us. And absolutely can still hear it running in my head. I have the VHS version, but was hoping for a DVD. Glad you made it up!"
- John Kurdzionak FB post - Sep 16, 2024

September 20th

Mt. Washington Commission: 2024 meetings are scheduled for Fridays, at 10 a.m., location Tip Top House - *Cog Clatter* reports: "A new survey of visitors to the Mt. Washington State Park got a final review by the commission overseeing operations at the 60-acre site on the top of New England's highest peak. The survey is just part of a $600-thousand dollar environmental assessment called for in the Mount Washington Commission's new master plan. While consultants Tighe & Bond have been collecting existing environmental data about the mountaintop from various state agencies and doing a preliminary assessment of existing buildings, the Natural & Conservation Resources Department has been working with the University of New Hampshire to craft a visitor survey. "It's almost ready to go," State Parks Director Brian Wilson told the Commission Friday at their meeting in the historic Tip Top House at the Summit. But it hasn't been easy. The original two meetings scheduled to hammer out the questionnaire has now involved four sessions whittling down possible questions to a manageable length while still getting valuable feedback on tourists' experience at the park. Wilson says the survey to be available onsite at the Summit, on the park's website, or via QR code will take about ten minutes. The survey will be online in early October. Director Patrick Hummel says park attendance this summer is "on par with last year just before the Fall" season begins. The new water supply and the new sewage treatment plant are now operational. The sewer plant was hooked up August 9th. "There are still some punch-list items," Hummel said but the plant is working and is one of the most sophisticated in the state. "We've gone from an old Corolla to a Ferrari," said Hummel and the staff is still learning how to operate it efficiently and effectively - balancing of the components within the three new container boxes below the Summit. The State has not yet hired a new plant operator. The plant's output meets tertiary treatment system standards and is now being discharged through a surface water pipe into the Alpine zone below the summit. The Commission will meet again on October 18 at the Appalachian Mountain Club in Pinkham Notch. They will get their first briefing from Tighe & Bond about the environmental assessment and hear reports about leases & fees charged at the park as well as the status of the new fiber optic cable that's been run up to the summit along the Cog Railway but has not yet been connected to the Sherman Adams building in the park." *- Cog Clatter - Sun, Sep 22, 2024*

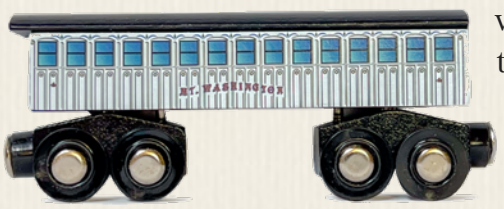
Minutes: *Master Plan*. Members discussed the draft Visitor's Survey that was developed by the consultant and UNH. The survey will be distributed via weblink, onsite, social media, QR Code, press release and summit partners. The option to select the "Cog Railway" will be added to Question 7. Respondents are to reflect on their most recent visit. Any other comments on the survey should be sent to Dir *(Brian)* Wilson by Sept. 27th. *Fees paid to the State.* A financial analysis of the Special Use Permit program is underway and Dir Wilson will provide a report at the October meeting. The financial success of the permittee's event speaks to the power of holding events at a state park. The analysis will be used as part of the division's next Strategic Plan and its finances. *Capital Improvements.* Mr *(Patrick)* Hummel said that the consultant will reach out to Fish & Game, Natural Heritage Bureau, AMC and WMNF as part of the environmental assessment work. The facilities assessment will include the tank farm and fuel storage. The new wastewater treatment plant went "live" on Aug. 9th and is working well. Post- treatment water discharge is within DES parameters. Other projects include work next to the observation deck, the water storage tanks, tank cleanout, and landscaping. Parks staff is planning for seasonal closing and winter prep. *Park Ops.* Mr Hummel reported that the season has been a good one with attendance on par with last year and retail up slightly. They have new radio units and plan to replace two vehicles. The information wall in the Sherman Adams Building is done and staff helped the WMNF and AMC with dandelion removal by pulling up 60 lbs. Most of the Special Use Permit events were activities that are held annually. Sen. Hassan visited in June and WHOM held a live broadcast in July. New windows are being installed in the Yankee Building. The memorial plaque honoring the 10th Mountain Division of World War II, "The Ski Troops," was re-installed in front of the SAB with a ceremony held on Aug. 13th. A second fatality, due to hypothermia,

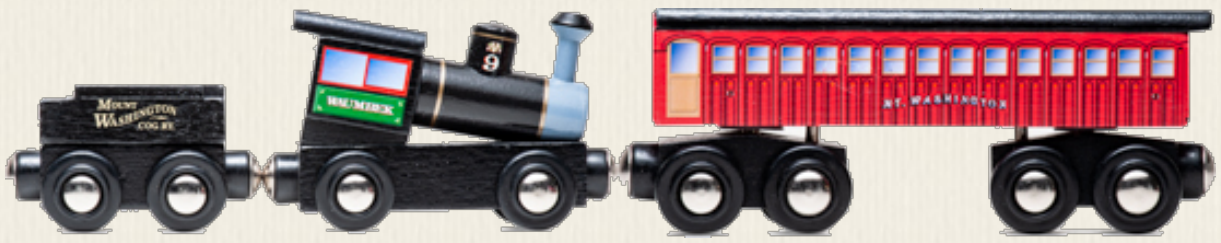
occurred in August. Drones are being used in Search and Rescue trainings. Drone operators must be licensed due to the "restricted airspace" of the White Mountains. *Negotiation of agreements.* Dir Wilson said that DNCR is still reviewing the new lease with the Auto Road. Mr (*Howie)* Wemyss said that the Auto Road informed DNCR of its need to renew the lease in May, the lease expired in July, and the Auto Road has had to do a work around for its financing. Dir Wilson said there's been a backlog of contracts, but that DNCR is in the process of hiring an in-house attorney. At Mr. *(Wayne)* Presby's inquiry, Dir Wilson said that he would look into the status on the Bretton Woods Telephone fiber optic contract. Dir Wilson reported that the lease with the MWObs is in place. The lease was a renewal with no changes to its provisions. *Promotion of summit*. DNCR Curator Jen Widmark reported on the interpretive work for the Tip Top House. She and Bureau of Historic Sites program specialist Elizabeth Jurgilewicz are research the history and lore, developing plans for graphics and improved lighting and a footpath. Dir Wilson said that the Dept of Business Affairs, Div Travel and Tourism Development has contracted with Blaze Partners to develop sustainability and safety messaging as part of the "Leave No Trace" campaign. Dir Wilson will ask to have someone from DTTD and the Office of Outdoor Recreation to attend a MWC meeting. *Partner Reports. Auto Road.* Mr Wemyss reported that they are having a good summer, up 6.8% in visitor counts. The bridge project is near completion and they will open the new, realigned tollhouse entrance next spring. The summit stairway will be completed by next spring and the Auto Road is working on a solar project. *Cog Railway.* Mr Presby reported on a strong season: August was slower, but they are up overall. Projects include new displays at the base station, power to Waumbek Station, and completion of the fiber optic line along the track. The Cog will close from Oct 27 to Nov 12 to replace the tracks from the base and maintenance facility to Marshfield Station. Sen Gendreau congratulated the Cog Railway on its 155th year celebration. *MWObs.* Mr Kirsch reported that the Seek the Peak event went well with an additional 100 hikers taking part. They exceeded their goal and raised $230K for the Observatory. They thanked the Auto Road for hosting their Après Hike Party at Great Glen Trails Outdoor Center. Next year marks the 25th anniversary of the event. MWObs and the AMC are seeking two interns to work on an almanac on climatology and biology of the White Mountains. The USFS and Nature Conservancy is interested in expanding this program. An intern will also be assigned to WMNF's Avalanche Center. The MWObs has assisted Parks with improvements in the Sherman Adams Building, including bunkroom window replacements funded by a generous donor and replacement of lighting and thermostats. They launched three new summer programs: Storm Scouts summer day camp, Peak Perspectives teacher development and Medical Training Overnight for youth educators. They are installing five new Mesonet stations to cover both sides of the mountain, including installations on the Cog Railway's side and with Dartmouth College on Mount Moosilauke. Mr Kirsch commended the Auto Road and Cog Railway for their efforts on clean energy initiatives. *Townsquare Media.* Mr *(Drew)* Scamman reported that the WHOM building is 20 years old. They are looking to replace and down size the building as soon as possible. They will talk to the state about the possibility of moving to the south side of its current location to mitigate any interruption in its broadcast services. *AOB.* Mr Kirsch said that he and Phil Bryce are continuing their work on Native American history as it relates to Mount Washington."

September 22nd

Marketing Push: "Good morning Coggers! Back in stock by popular demand, (and just in time for your Halloween gift-giving), it's our adorable wooden steam train! And this year, it's joined *(left)* by its diesel "sistah by a different mistah", M7 and the white air-ride coach! Named for one of the leading innovators of the modern Cog Railway - retired General Manager Charlie Kenison - the M7 rolled out of the shop in time to coincide with our 150th anniversary in 2019. Both the diesel and the steamer are compatible with popular wooden toy train systems. Get 'em while we got 'em, either in person at our Marshfield gift shop, or online"







- MWCR Facebook page - Sun, Sep 22, 2024

September 23rd

e-Breakdown: "SERVICE ALERT, MONDAY, SEPTEMBER 23: We are temporarily unable to accept credit cards online and in person. We are working to resolve the problem."

- MWCR Facebook page - Sep 23, 2024 - 8:30am

September 28th

Foliage Spotted: "Good Saturday morning, Coggers! In case anyone out there is wondering, yes, it has already started *(right)*, and yes, it is magnificent!"

- MWCR FB page - Sat, Sep 28. 2024





The Waumbek Steam Locomotive (No. 9) makes its morning ascent up Mt. Washington yesterday (10/3) at 10 am. It smells and sounds as good as it looks too." (2024)

- Merritt Gifford photo / Railway to the Moon FB

October 3rd

Tuohy on the Cog: NH Public Radio Senior Producer Dan Tuohy reports: "I've summited Mount Washington maybe eight times, and had the privilege of covering the classic Mount Washington Road Race this past June. One spring I even skied down the Ammonoosuc Ravine. And yet, I had never stepped foot on the mountain's Cog Railway. When you get to the highest peak in the Northeast by a steady (or not so steady) drumbeat of placing one foot in front of the other, you tend to wave aside those who reach this destination by train. Earlier this fall, that little voice in my head said, 'Get over yourself.' And so I welcomed the chance to experience this iconic railway. It didn't disappoint. The Cog Railway was the brainchild of 19th-century businessman Sylvester Marsh, who wanted to provide safe access to Mount Washington at a time when tourism was beginning to flourish across the White Mountains. Today, accessibility is a key to these trains, as conductors showcase the magnificence of this mountain. The "railway to the moon" opened on July 3, 1869 - at the time, there were two hotels on the summit. ***Spirit of Innovation:*** Fascination with Mount Washington and its amazing views and weather continues to chug along... right along with The Cog, which is celebrating its 155th year in 2024. Wayne Presby, owner and operator, bought the Cog Railway *(Ed note: With three others - Joel Bedor, John Rolli & Loxley Ness)* back in 1983 when he was just 26. "To have the opportunity to operate something that is so unique and that is such a vital part of New Hampshire tourism, and such an iconic attraction, was an incredible gift," Presby told me after my visit. They threw a big 155th anniversary party last month that was part homage to the spirit and innovation of Sylvester Marsh. It also highlighted ongoing innovation, such as new equipment in the shop like robotic welding systems. Presby's team is also working with engineering students from the University of New Hampshire to develop an all-electric locomotive; that would be added to the fleet of biodiesel and steam trains. He speaks of it as preserving the history of the place, but also creating some new history. The Cog Railway welcomes between 150,000 and 160,000 riders a year, according to Presby.

2024

Summer is its busiest season, of course, but autumn is also popular. Through Oct. 14, they offer a foliage viewing trip to mid-mountain on one of their vintage coal-fired steam locomotives. The Cog operates both steam and biodiesel trains to the summit during the season. It's a roundtrip of about three hours, with an hour at the summit. The summit visitor facilities are owned and operated by Mount Washington State Park. Due to extreme weather in winter, The Cog does not take passengers to the summit from late October through early May, but it does go to Waumbek Station, elevation 4,000 feet. The Cog has even played a role in hiker rescues, notably one last February, when it assisted New Hampshire Fish and Game officers and the Androscoggin Valley Search and Rescue Team with a hiker who was underprepared for the ferocious weather at the higher summits. ***'Railway to the Moon':*** From the base, the Cog climbs about 3 miles to the summit. The average grade is over 25%, with a maximum grade is 37.41%. On the ride to the summit, the Cog passes through distinct climate zones, with the top known as the alpine zone. Others include the "Krummholz" ("twisted wood") and boreal forest zone below. At the summit, you gain 20 minutes of daylight. These are the kind of factoids you consume on the journey to the top. ***Wish You Were Here:*** Being on the summit on a nice sunny day evokes different emotions. You're far removed, surrounded by the White Mountains backcountry - and yet you're not far from some creature comforts at the Sherman Adams Summit Building, named in honor of the former New Hampshire governor who was also chief of staff to President Eisenhower. The summit even has a U.S. Post Office. You can buy a postcard and send it from the roof of New England. I dashed off a "wish you were here" note to my 9-year-old niece. We saw at least three gift shops: One operated by Mount Washington State Park, and another cool one by the Mount Washington Observatory. (There's a stuffed toy kitty of celebrated Observatory summit mascot Nimbus, which I regret not buying - but they have online sales.) At the check-out counter down at the railway base, you can buy a real Cog Railway spike for $9 (old ones used before 2022). And of course they have their online shop. There's also a museum that celebrates the history of the Cog, and inventiveness of Sylvester Marsh - and the weather. The Cog, like Mount Washington, is a never-ending story about weather. ***The "World's Worst Weather":*** On our recent trip, Mount Washington provided spectacular views. We could see across the northeast, and into Canada. In our interview later, Presby pointed out that some visitors board The Cog with the express purpose of experiencing some notorious weather at the summit. "A lot of people really come to enjoy the dramatic weather as much as people come to see the fantastic view," he said. "I've had people who have come up on beautiful days and say, 'geez, that was disappointing; I wanted to experience 60 mph winds.' " Mount Washington is home to the "world's worst weather," as our Cog conductor and guide Terry reminded passengers on the ride up. Weather observers in 1934 recorded the highest wind speed ever recorded: 231 mph. "You don't want to open your umbrella in that kind of weather." In fact, The Cog discourages the use of umbrellas due to potential high wind gusts. The FAQ page on its website has other good pointers. I'll add one: Bring some cash, as conductors accept tips. As The Cog chugged along and neared where the Appalachian Mountain trail crosses Mount Washington, a group of hikers rested nearby the tracks. And then, as passengers waved to them, one hiker turned around and dropped their shorts - perhaps they were bending over to tie their shoe, and, having lost weight on the hike, their waistband just let go? The Cog riders behind us erupted in a mix of gasps and laughs. Our conductor, standing at the front with his microphone, flashed his wit and shared yet another historical fact. Well, he says, "Our name is railway to the moon." - *https://www.nhpr.org/nh-news/2024-10-03/mount-washington-cog-railway-to-the-moon-nh-visit?*





***Dan Tuohy**: Dan is a long-time New Hampshire journalist who has written for outlets including Foster's Daily Democrat, The Citizen of Laconia, The Boston Globe, and The Eagle-Tribune. He comes to NHPR from the New Hampshire Union Leader, where he reported on state, local, and national politics. (2024) - NHPR.org*

October 10th

Weather Limitations: "SPECIAL SERVICE ALERT Thursday, October 10: All trains will terminate at Skyline today (5300') due to severe weather at the summit (diesel only). Mid-mountain steam train service to Waumbek Station (4000') will operate as scheduled. Updates posted here as conditions improve." / "Mount





State Park is ***closed today and no services are available. Park staff awoke to full winter conditions at the summit this morning!*** A little snow accompanied by temperatures in the mid-20s today, winds up to 60 mph, and wind chill values in the single digits remind us that winter comes early at the top of New England! The Mount Washington Auto Road and Mount Washington Cog Railway are not operating fully to the summit today, but they are still open for mid-mountain travel." / ***WBZ CBS News Boston:*** "Winter has arrived on the summit of New England's highest peak. The New Hampshire State Parks department shared photos *(above)* Thursday showing a snowy scene atop Mount Washington." ***Josh Bishop:*** "A little frosty on the rock pile today





***Meso Cold**: M-5 Metallak terminates it service at Skyline (above) while the nearby Meso-net automated weather station records conditions for the Mt. Washington Observatory.. On the next page the snowy, froster icy rack of the Cog Railway. (2024)*
- Josh Bishop photos

5 degrees and 56mph winds and supposed to get worse" ***Mike Noel:*** "As you would say... it's swimming weather." ***Bishop:*** "Mike - exactly lol" ***Chelsea P. Jackson:*** "Yep, it's pretty awful up here right now lol definitely hasn't gotten any better" ***Lisa Allen:*** "Stayed at The Mount Washington Cog Railway in New Hampshire. Park in their designated lot overnight and buy tickets to ride the train to the top and back!! Nice sunny day! Windy and cold at the top plus a dusting of snow too!! Drove over to Mount Washington Hotel after to stroll around and see the hotel and scenery! *- Mt. Washington Cog Railway FB page, Josh Bishop, Harvest Hosts & NH State Parks FB pag - Thu, Oct 10, 2024*

2024

October 11th

Weather Limitations - Day 2: "SPECIAL SERVICE ALERT Friday October 11: All trains will terminate at Skyline today (5300') due to severe weather at the summit (diesel only). Mid-mountain steam train service to Waumbek Station (4000') will operate as scheduled. Updates posted here as conditions improve." ***Cathy Whitman:*** "So if we have tickets for the summit train it's still running but only going to Skyline?" ***MWCR:*** "Cathy - correct we will refund you the difference." Whitman: "Ok thank you. We are hoping conditions improve for our mid day trip but will be there regardless. Looking forward to our day" ***Karen Hulse Knights:*** "Fingers crossed for Sunday"

- Mt. Washington Cog Railway FB page - Fri, Oct 11, 2024

October 13th

One More Steam Day: "MW9, running as a Mid-Mountain Steam Special, sets off for Waumbek Station behind three summit-bound diesels. Tomorrow *(10/14)* is your last chance in 2024 to take a ride on a steamer, but there are only a handful of tickets left. Diesel trips continue every day to the summit until the end of the month, and daily winter service to Waumbek Station commences in early November." ***Hank Webehe:*** "Why did the trains stop and back down this morning *(10/14)* at 8:30am ?" ***MWCR:*** "Hank - That was our daily "up and over" switching move from one track to the other"

- Mt. Washington Cog Railway FB page - Sun, Oct 13, 2024





October 15th

Snowfall Descends in Elevation: "Good morning Coggers – Surprise!" / Snowfall dusts *Peppersass* and the entrance arch left.

- MWCR - Tue, Oct 15, 2024

October 16th

Weather Limitation - Day 3: "SPECIAL SERVICE ALERT, WEDNESDAY, October 16: Due to hazardous winds and snowfall above tree line, all morning trains will will terminate at Skyline (5300') until conditions improve. Stay tuned here for service updates throughout the day."

- MWCR - Wed, Oct 16, 2024 at 8:00am



October 16th

Coös County Planning Board: The Coös County Planning Board will meet on October 16, 2024 at 6:00 p.m. at the North Country Resource Center - 629 Main Street - Lancaster, NH. AGENDA: 7. ZoningAmendments: Review of revisions made to the Protected Districts zoning ordinance language. List of Approved Zoning Permits: 9/17/24 No. 587 Mt Washington Railway Co - Install fiber optic cable to existing trestle, Thompson/Meserve Purchase

October 17th



Uber Cog: "'Tis the season for creative collaboration! Thanks to our partner the Mount Washington Cog Railway, our team members, along with the New Hampshire State Parks staff, were able to get up the mountain today *(10/17)* for their shift change, complete with reinforcements of bagels from Big Dave's Bagels & Deli and hardy volunteers! Thank you also to the Mt. Washington Auto Road for their support in our year-round transportation as they work hard to clear the way to the summit after 17" of new snowfall." ***Morris Root:*** "And there are days when you commute to work on the Mount Washington Cog Railway. 17 inches of snow on the auto road posed a challenge..."



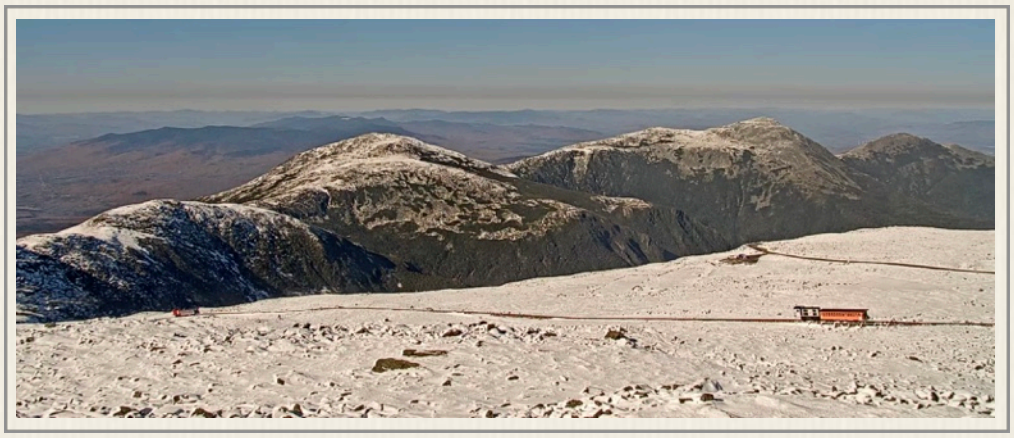
- Mt. Washington Observatory FB page - Thu, Oct 17, 2024



Chasing the Hunter's Moon *as it follows the Mt. Washington Cog Railway tracks up the mountain!*
Mountain: F/6, 1/3s, ISO 640 Moon: F/6, 1/160s, ISO 64 Nikon Z8 | 180-600mm F/5.6-6.3 VR Nikon
Note: This image is exposure blended. (Oct 2024)
- Jordan Scanlon photo / in New Hampshire FB page

October 18th

Weekend Promo: Good afternoon Coggers! We love watching the webcam feeds provided by our pals at the Mount Washington Observatory, especially the north-facing camera. A moment ago *(right)*, M5 and M3 glided past the peaks of the northern Presidentials as they approached the summit. Weather is looking sweet for



the weekend, with clear skies and warming temps." ***Meg Trumbull Cowan:*** "Beautiful up on top today!"
- MWCR - Fri, Oct 18, 2024

October 18th

Mt. Washington Commission: 2024 meetings are scheduled for Fridays, at 10 a.m., location October 18 AMC Pinkham Notch, Gorham, N.H. ***Cog Clatter*** *report:* "The early arrival of winter weather at New England's tallest mountain cut short some environmental assessment work, forced closure of the Mount Washington State Park for several days, and tested the park's new state-of-the-art wastewater treatment plant. Consultants from Tighe & Bond spent two days in August walking the site, taking a look at buildings and fuel tanks in the sixty-acre park and three days reviewing the grounds, confirming what earlier reports described. But the number of tourists who might take the new visitor survey was less than expected. It will be conducted next summer as well. Tighe & Bond's Joseph Persechino said a broader public opinion survey is being developed to determine the sentiment of New Hampshire on future investments at the park. Persechino said it would be more of a "if we should do this what would happen" questionnaire to be reviewed by a Granite State panel. The Tighe & Bond assessment is part of the Mt. Washington Commission's new Master Plan. At Friday's *(10/18)* meeting at the AMC Joe Dodge Center in Pinkham Notch, the panel said it was looking forward to more information from the survey team, and said other projects, like a baseline archaeology study, may need to be added to Tighe & Bond's to-do list.

The 17 inches of October snow over a week and a half froze the pipeline bringing the treated wastewater from the new plant to the alpine gardens for disposal. In the plant itself, a pump has failed and there are some leaks to be fixed. State Park director Patrick Hummel said a person from the manufacturer would be coming back for further training of park staff and guidance as to how to switch to winter mode. Hummel said the warranty period is still in effect. The Sherman Adams building will close for the season on Sunday, October 20th. The unexpected snow closures now prompting an "everything must go food service sale" before the doors close for the winter. The snow closure of the Auto Road had the Cog Railway stepping in to help a shift change at the Mt. Washington Observatory and State Park happen just a day late. The snow cats that will provide transportation to the summit in the winter were stuck in the valley waiting for snow to cover the entire roadway, so their tracks don't damage the asphalt.

Cracks between the Summit partners surfaced briefly at the meeting over state leases. Parks director Brian Wilson muffled Auto Road criticism with apologies for a long overdue one-year extension of a lease for parking lot space at the Summit with the news the paperwork was sent to the Auto Road that morning. That didn't mollify Cog Railway president Wayne Presby, who thinks the dollar a year price tag is wrong. Wilson agreed a dollar a year seems low, "but there's more than a buck a year" service provided to the State by the Auto road. "Yes," said Presby, "but it's a lot of space." Auto Road representative Howie Wemys replied, "It's a partnership." "I think it's unfair," replied Presby. Presby also had problems with the pace of connecting a new fiber optic cable to the Sherman Adams building. Presby said the line was run up the Cog Railway trestle to the summit "at the end of June and we're still waiting to hook up to the building. What the hell takes so long?" Wilson told Presby the decision to hook up "goes through many hands" in the Commissioner's office and the Attorney General for review. "It's a wonder we get anything done in this world with all this crap," replied Presby saying "There's going to be a new process at the Cog for when the powerline (to the summit) goes down... 30 days before we can come up and fix it." Commission Vice Chairman Rob Kirsch said "Your frustration is duly noted." The Commis-



Joe Dodge Center: *Cog Railway representatives depart Commission meeting site Friday (2024)!*
- Lewis Family Collection

sion's final meeting of 2024 will be on November 15th at the Department of Natural Resource office in Gorham.
- Cog Clatter - Sun, Oct 20, 2024

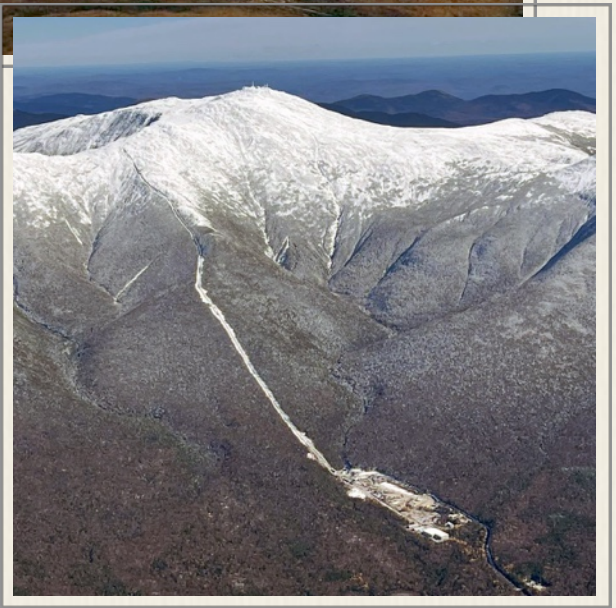


October 19th

Run!: "Good morning Coggers! The Mount Washington Marathon stepped off *(right)* from our parking lot a few minutes ago under cool, clear skies. Listed as a "fast" marathon due to its downhill route to Attitash, runners may use their finishing times to help qualify for major races around the country, including the Boston Marathon in April, 2025!" *- MWCR - Sat, Oct 19, 2024*

Hike: "The weather looks fabulous for visiting the White Mountains this weekend! Keep in mind that everyone else out there is thinking the same thing. Provide options for your trip if you find a parking lot overloaded and congested. There are many areas to visit in our beautiful forest, so don't limit yourself to the most popular sites! PLEASE Plan ahead, Hike Safely, Pack OUT what you bring in, and Leave No Trace! Check the weather for more than one elevation. While the temperatures may be mild and pleasant in a valley, there is snow and ice accumulation the higher you go. Layer your clothing and don't forget to drink water! You can still get dehydrated in cooler weather."
- U.S. Forest Service - White Mountain National Forest Fb page - Sat, Oct 19, 2024





Mt Washington from 34,000 ft: *(above)* ***Colleen Leo:*** *You are due west of the summit. See cog rail line ascending slope. Northern Prez, like Madison and Adams to the left. Southern Prez like Monroe and Eisenhower to the right. Wildcat ski slope at 10 o'clock from Mt Washington. Crawford Notch/Route 302 way right. Sebago Lake way out top center, and ocean beyond that. This is a fantastic photo. Thank you for sharing (Jackie Vanas)" Ralph MacDonald: "Colleen - thank you so much for that… being able to put a name to pieces of the picture is fantastic. Until you hear it like that, you have no idea what a great picture this is"* ***Brian Caldwell:*** *"No kidding. Mt. Washington looks like an individual peak from the bottom, but this image reveals it to be just a high spot on a very large ridge. Fascinating.." Marc Palardy: "Mt. Washington is as big as an average peak in the Rocky Mountains. If you purely look at prominence, which is a measure of altitude from base to peak, it's actually a bigger elevation than Pikes Peak by about 600 feet." (right)* ***Dan Van Hise:*** *"Flying by Mt Washington at 7500 feet with view of the Cog Railway. Beautiful day and love the snow." (2024)*
- Jackie Vanassphoto / Sebago Lake FB page & Dan Van Hise photo /u local NH FB page

2024

October 23rd

Foliage Etiquette & Closure Coming: "Good afternoon Coggers! After an unusually busy Fall season, we just want to take a moment to thank the many, many thousands of visitors who ventured up this way to experience Autumn in the White Mountains from a seat on the Cog Railway. At the same time, we also acknowledge that October's heavy, concentrated demand poked at some of the limits of the region's tourism infrastructure, ours included. But we in no way condone the reckless and disrespectful behavior that took place out on our highways and trails that have been widely reported in the press. Sounds like some folks need to be reminded that so many of those good old-timey maxims still apply: "Take nothing but photographs, leave nothing but footprints", "Stupid is as stupid does" (reserved for all those Darwinists taking pictures WHILE STANDING IN THE LEFT TRAFFIC LANE ON I-93), and "Go where they ain't" being chief among them. And, fer cryin' out loud, how many times do we have to say it? Kancamagus only has one "n"!!

OK, now that we got that off our chest, we also have a special service announcement for you - the railway will be CLOSED from October 28 thru November 8 for track replacement at the Base Station, during which time we'll also be switching our ticketing and internal POS systems over to a new vendor. Prior to the temporary closing on 10/28, and weather permitting, we will continue to run to the summit, but with no State Park indoor visitor facilities available up top (they closed for the winter on October 20). Our winter operations to Waumbek Station commence on Saturday, November 9, and our new and much-improved ticketing system goes live on Sunday, October 27." ***Jeff Foliage Folger:*** "You mean... you get to the top and there would be NO bathroom and NO whoopie pies??? I'm glad I went up earlier in the season..." ***Colby Miles:*** "Jeff - there are plenty of trees and shrubs to use. Also once above the tree line there are numerous large rocks available for use. This is the Northwoods" ***Folger:*** "Colby - tell that to the women... I don't think it'll fly" ***Kristina LaRue:*** "Jeff - I'm glad I'm not the only one worried about the bathroom situation up there. But no whoopie pies would definitely be the bigger issue" ***MWCR:*** "Kristina - Just to clarify, restrooms (well OK, porta-potties) will be in place at the summit. And trains will stay up there with their passengers to provide shelter from the elements. Whoopie Pies, or reasonable facsimiles thereof, may be purchased at the Marshfield food court before or after the ride." ***Folger:*** "Mount Washington Cog Railway I knew you wouldn't let us suffer, you are a great bunch of folks!" *- Mt. Washington Cog Railway FB page - Wed, Oct 23, 2024*

October 25th

Hydrostatic Boiler Tests: Nw Hampshire Department of Labor boiler inspector Bryan Knight visits the engine shop at the Mt. Washington Cog Railway for a hydro test for the No. 2 *Ammonosuc* and No. 9 *Waumbek*. Knight approved a certification of operation for No. 2's boiler at 175 pounds, the same as the previous inspection with this note: "UNIT HYDROTESTED WITH MINOR DRIPPING. RECOMMEND ULTRASONIC TESTING DUE TO AGE AND ACTIVITY WITHIN NEXT INSPECTION CYCLE." Knight also approved No. 9's boiler at 175 pounds, the same as the previous inspection with this note: "UNIT HYDROTESTED WITH MINOR OBSERVABLE LEAKS. UNIT RECENTLY HAD TUBES REPAIRED OR REPLACED, RECOMMEND ULTRASONIC TESTING WITHIN NEXT INSPECTION CYCLE." The Cog was billed and paid $100 for the inspections.

October 27th

Track Work Closure: "The Cog will close from Oct 27 to Nov 12 to replace the tracks from the Base and maintenance facility to Marshfield Station."

October 28th

New Track - New Software: "The Mount Washington Cog Railway is closed for two weeks as it replaces some track and upgrades its software. The iconic railway to the summit of Mount Washington shut Monday, Oct. 28. for work at the Base Station. Winter operations to Waumbek Station resume on Saturday, Nov. 9, with a "new and much-improved ticketing system," the operator said in a statement. The railway turns around at Waumbek Station, a series of huts and platforms about halfway up the mountain, instead of the summit because the Mount Washington State Park indoor visitor center closed Oct. 20, as it does every winter. Despite the warm weather in the valleys, the summits of the White Mountains have already seen snow, ice and bitter cold weather. The Railway's *Facebook* page acknowledged some problems in the Whites and other parts of New Hampshire this fall due to huge crowds drawn by a spectacular leaf-peeping season. The overflow crowds on

popular trails and parking areas, along with related problems such as trash, have led officials to discuss possible ways to limit usage in the future." *- Concord (NH) Monitor - Mon, Oct 28, 2024 -10:27 AM*

October 31st

Old Ties - New Places: "Just in case any of you Coggers out there thought we were pulling your legs about the reason why we're closed thru November 8, here's a little *(drone video)* update to show you what we've been up to this week. And there's lot's more to come– stay tuned!" ***Paul Buckley:*** "that looks awesome keep up the good work." ***Pam Kerstner:*** "WOW thats going to be great." ***/ Josh Bishop:*** "Free railroad ties *(right)* come get them at the mount Washington cog railway some good some not take what you want" *- Mt. Washington Cog Railway & Josh Bishop FB pages - Thu, Oct 31, 2024*



November 12th

Shuttle Track Update: "Good snowy morning, Coggers! It's beginning to look a lot like, well, you know, November around here! We wanted to update all of you on the progress of our base station track replacement project. The crews are still working on the lower sections of the shuttle track where it crosses the new box culvert, but we hit our target date of this past Saturday *(11/9)* to have enough of the project wrapped in order to begin the 2024-25 winter season to Waumbek Station. Hope you enjoy this little video compilation of the work to date...." ***Paul Forbes:*** "Impressive work. As always" *- Mt. Washington Cog Railway FB page - Tue, Nov 12, 2024*

November 15th

Mt. Washington Commission: 2024 meetings are scheduled for Fridays, at 10 a.m., location Mt. Washington State Park office, Gorham, N.H. ***Minutes:*** *Master Plan.* Mr *(Albi)* Fioravante said that the summit assessment work continues. As part of the data collection effort, the DNCR Division of Historic Resources (DHR) found "no impact" to historic sites during their project reviews of the first sewerage treatment plant in 2021, and of the recent ARPA-funded projects at Mount Washington State Park. Mr *(Chris)* Thayer had provided to Tighe & Bond the contact information of additional subject matter experts as part of their outreach to the greater Mount Washington community. Tighe & Bond is scheduled to provide a project update at the next MWC meeting in January. *Fees paid to the State.* Mr *(Patrick)* Hummel said there were 19 Special Use Permits (SUP) issued for events held at the park in 2024, and most were repeat events. Media events are sometimes complex, due to short lead-times and coordination. Mr *(Howie)* Wemyss asked about the guidelines for permits. A link to the Division's administrative rules for SUPs will be provided. Mr *(Phil)* Bryce said that Greg Keeler, Parks Public Information Officer, could assist with improvements to the SUP program for media events. He said that the Division must balance between supporting special events and mitigating the impacts on visitors and the park. *Capital Improvements.* Mr Thayer asked about DNCR's capital budget request. Commr *(Sarah)* Stewart said that the budget will be tight and that replacement of the Tram is a high priority. She recognized the maintenance needs at the summit and expects that the recommendations from the Tighe & Bond report will help inform the capital project needs. The members discussed potential opportunities to highlight the improvements made at the summit. *Negotiation of agreements.* Commr Stewart said that final signatures are being obtained for the one-year lease with the Auto Road for their use of the summit parking lots. She will follow up on the contract with Bretton Woods Telephone for fiber optic services at the summit. The Master Plan called for more involvement by the MWC with respect to leases and agreements at the summit. *Other Business.* Mr Bryce opened the floor to public input. Mr Bouley said that the MWC is fortunate to have two legislators on its board, Rep *(David)* Paige and Sen *(Carrie)* Gendreau, who can keep in communication with legislature. Sen Gendreau thanked Mr *(Dick)* Bouley and said that it's been a pleasure and honor to be on the MWC. *(Ed note: This was her last meeting)*

Ready for Winter: *Cog Clatter* reports "The Mount Washington Commission was told Friday *(11/15)* that the 60-acre state park on top of New England's tallest peak is buttoned up and ready to weather another winter. Park Manager Patrick Hummel says the new water supply and wastewater treatment plant are working and the treatment plant has been winterized. The staff received three more days of training in October on switching

the high-tech sewage treatment plant from summer to winter operations. Hummel said it appears about $3-thousand dollars will be left in the capital account for the $3-million dollar project. Commissioner Sarah Stewart says the opening of the plant will be celebrated at the summit next summer. TownSquare Media enters

Shuttle Track Replacement
Fall 2024

Dave Moody: "The original shuttle track had a bed of dirt and cinders for the majority of it. One of the partners, Loxley Ness hired Charlie Walker from Littleton. Charlie was in his eighties and helped build Moore dam. He was one helluva equipment operator who made the bed all by eye. No transits on site or grade stakes were used." **David Huber:** "Are they keeping same 'foot print'? Meaning same path relative to original." **Wayne W. Presby:** "We are adjusting the layout slightly. The new tracks will be running more parallel to one another and the grades will be changed so that the tracks are at the same height. This is part of a much larger project that will result in having new culverts under every access point, parking lots all paved and drainage all underground." **Jean LaPrade**: "Looking good!! Well done !"



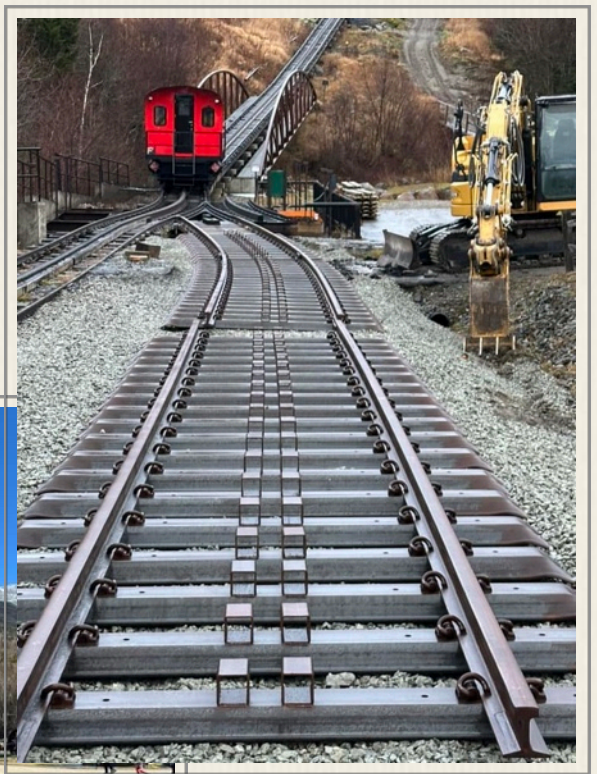


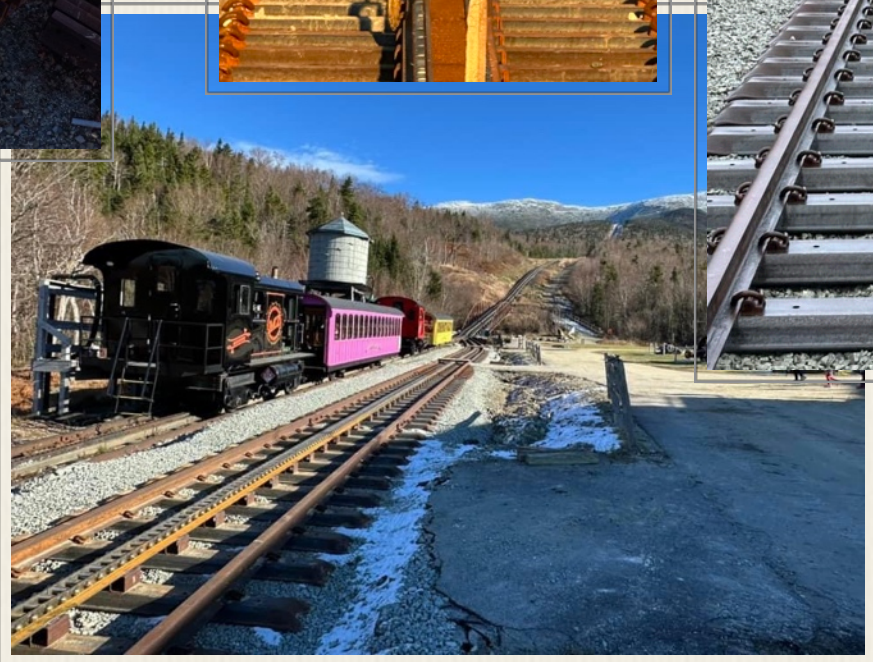




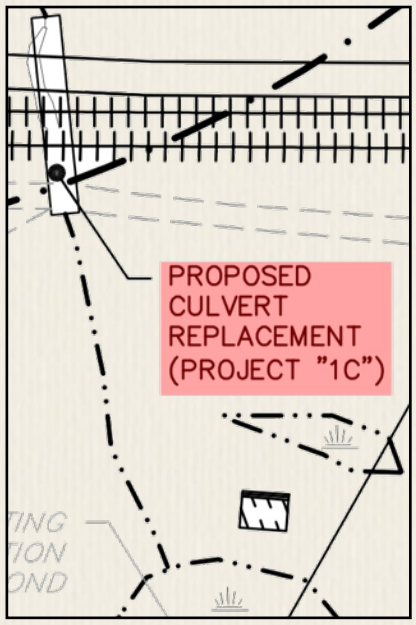














***Perry Williams**: "Just before setting the box culvert." (R)*

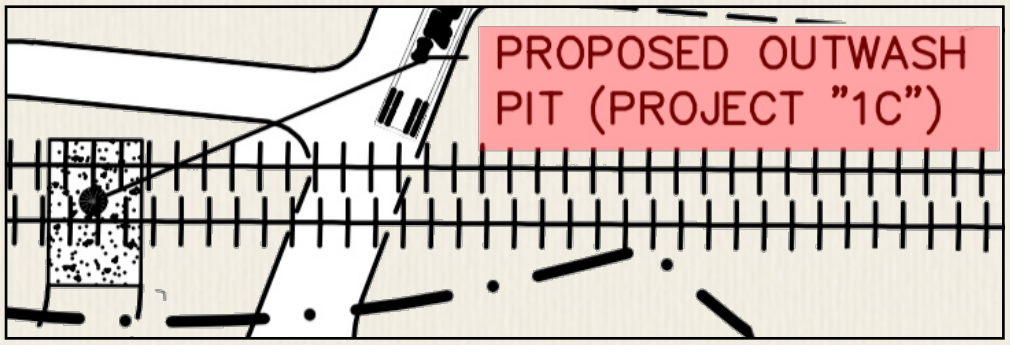














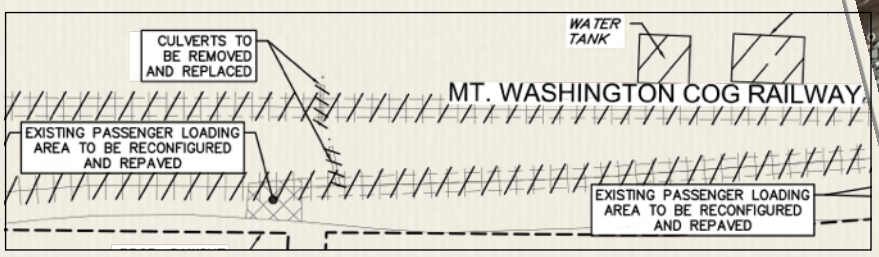


Shuttle Track Work *(above & left) through November 21st.* ***Art Poltrack:*** *(below) "Dedicated professionals at work today. (12/27)"* ***Robert Whalen:*** *I like the soft comfy seat. Is it heated?"* ***Art:*** *"Robert - Battery powered seat warmer. Cold steel is cold!"* ***John Whalen:*** *"Winter is the best time of year for track work. Especially, high up. No riff-raff tourists and hikers to get in the way, or expect some deep meaningful conversation."* ***Josh Bishop:*** *"John - that tracks work is being done at the base in between the shop and Marshfield station."* *(2024)*

- Nov 21 photos by Jitney Jr / below Art Poltrack









the winter with a new transmitter in the WHOM-FM building. Chief engineer Drew Scammon told the group the building is falling down and extensive roof repairs this fall now has only one-inch of water in the one pail left that's "catching drips" in the facility. TownSquare Media will soon start talking with the state and state parks officials about installing a new, smaller storage container type transmitter building next summer on the southeast side of the existing facility to resume "dryness." Scammon said the radio company would likely give some of the current footprint back to the state when the old building comes down. Hummel says the other communications facility on the summit – the Yankee Building has been prepped for winter but replacement plans for that structure will wait until the current environmental assessment by consultants Tighe & Bond is completed. The Mt. Washington Observatory is looking forward to wintertime data from a new network of automated weather stations on the western side of the mountain along the Cog Railway. A celebration for the so-called MesoNet stations will be held next week *(11/21)*. A discussion of special use permits for the state park included media trips which can be "overly complicated and burdensome" during the winter, but also in the summer. Manager Hummel said a permit was denied to a news crew from Boston who wanted to film for the *Chronicle* magazine show last summer. However, the *Chronicle* team came up on the Cog Railway and stayed within the railroad's right-of-way. Hummel asked the Commission, "Are we going to slap (them) on the wrist? How can we go about working with the media? We can't catch everybody. How do we apply things? What we don't want to do is allow or create extra hurdles." Another topic on the oversight Commission's to-do list."

- Cog Clatter - Mon, Nov 18, 2024

November 16th

Rek Lis Rescue Session: "Andy Vilaine, our Trainmaster *(right)* and steady-hand-on-the-tiller, participated in a panel discussion at the "Full Conditions Winter Kickoff" at Rek-Lis Brewing Company in Bethlehem on Saturday *(11/16)* night. Organized to benefit the New Hampshire Outdoor Council, the event highlighted the heroic efforts of our region's search and rescue (SAR) teams. Andy shared details of the Railway's experiences assisting recent SAR operations on Mount Washington. Other panelists included *(far right)* Mount Washington State Park manager Patrick Hummel *(seen on Andy's left)*, "Sounds Like a Search and Rescue" podcast hosts Stomp and Mike (on Andy's right), renowned local author Ty Gagne, and representatives from the Mount Washington Observatory."



- Mt. Washington Cog Railway FB page - Tue, Nov 19, 2024

2024

November 18th

Waumbek Provisions Delivered: "Good afternoon Coggers! Sounds like we might have some snow blowing in our way toward the end of the week and weekend. Good thing Marc, Ray (Dest) and Andy (Villaine) made a couple of very important special deliveries *(firewood and porta-lets)* to Waumbek Station yesterday! *(11/18)*" ***Rick Adams:*** "How will that port-a- pottie be emptied?" ***MWCR:*** "Rick - That's a task that's WAY above our pay grade, so we leave that delicate job to the pros. We just swap them out regularly." ***Sue Richardson:*** "Hope them there seats are heated!" ***Dale Gerry:*** "Sue - nobody sits on those seats!" ***Christian M. Ritz:*** "Heheheh.... Hover and drop!!" ***Curtis Tammany:*** "Break out the s'mores kits!!!"

- Mt. Washington Cog Railway FB page - Tue, Nov 19, 2024

November 20th

Coös County Planning Board: The Coös County Planning Board will meet on November 20, 2024 at 6:00 p.m. at the North Country Resource Center - 629 Main Street - Lancaster, NH. to receive input on proposed amendments to the Zoning Ordinance for the Unincorporated Places of Coös County, New Hampshire. The amendments would:

(1) Replace the Critical Wildlife Habitat (PD3) and Fish Spawning Area (PD4) overlay districts with provisions in the Shoreline Protected Overlay District (PD5) for additional protection for riparian corridors identified by NH Fish and Game Department as critical habitat in Atkinson & Gilmanton Academy Grant, Dix Grant, Dixville, Erving's Grant, Millsfield, Odell and Second College Grant.

(2) Make land management roads, agricultural management activities and forest management activities be uses allowed without a permit consistently throughout all Districts.

November 21st

Mesonet Ribbon Cutting: Measuring Mount Washington's extreme weather just got more accurate. The Mount Washington Observatory and the Mount Washington Cog Railway Company hold a reception and press conference to cut the ribbon on five new remote weather monitoring stations on the western side of New England's highest peak. From 9:00 to 11:00 AM on Thursday, November 21, 2024 at Marshfield Base Station learn more about how these autonomous weather stations provide real-time weather data to businesses and communities in New Hampshire. There will be a brief ceremony, and a complimentary ride on the Cog Railway to Waumbek Station to view the stations. These five new stations mark the start of a four-year expansion in the Observatory's Mount Washington Regional Mesonet network, made possible by generous support from the Northern Border Regional Commission, US Senator Jeanne Shaheen, and the Cog Railway. *WMUR's Jacqueline Thomas* reports: "A new effort is underway to gather more data from Mount Washington to see how the weather on the region's highest peak affects the wider area. New weather stations are being installed on the western side of the mountain to collect more data. The Mount Washington Observatory and the Cog Railway announced Thursday *(11/21)* that five new remote weather stations would be installed, marking the beginning of a four-year expansion in the observatory's regional Mesonet system. The network provides important information including temperature, wind and pressure observations. Officials said the stations will help expand the understanding of weather around the mountains and better serve the community. "It's really just bringing the observatory and our region into the modern scientific era and then using all of this equipment to further our community the best that we can,: said Jay Broccolo, of the Mount Washington Observatory. Having more access to real-time weather updates will also help aid key industries in the regional economy that rely on important weather information to make informed decisions. "This type of data helps those communities think over the long period what types of changes are happening and what type of investments they can make in their economy to make sure that there's economic opportunity for the people that live there," said Chris Saunders, of the Northern Border Regional Commission. "If you're a ski area, do I make snow today or do I wait a few days? That's an important economic decision," said Taylor Caswell, of the Department of Business and Economic Affairs. Officials said data from the new stations should help improve forecasts in the region." *- WMUR-9, Manchester - Thu, Nov 21, 2024*

November 27th

Thankful For...: "Every year at this time we're all reminded to be mindful of what we're thankful for. This year, our buddies over at White Mountains New Hampshire asked us to put our gratitude into words - but only the number of words that would legibly fit onto the letter-sized template they sent us. Now, don't get us wrong - we live for the creative challenge that boundaries and restrictions present - but that was a big ask. We're

so grateful for so many things, like our vibrant, historic mountain-climbing railway and the magnificent Rockpile it ascends. We're thankful for our friends and colleagues who show up every day to do the hard work necessary to make this wonderful, quirky operation thrive. We're especially thankful for all the griping, always tempered by good humor, that makes our shared efforts not just bearable, but enjoyable. Most importantly, we're thankful for the many, many thousands of people from around the world who visit each year and make it all possible. We're thankful for all of that and so much more, but how do we fit that into such a small space on a sheet of paper? We figured our answer man, Trainmaster Andy Vilaine *(left)*, might be able to help. He's the guy who has to cut thru the noise every day and just make the trains run on time. So we asked him "Andy– what are you thankful for?". He started to rattle off his own long list of personal and professional gratitudes, but when we showed him the piece of paper and how small the available space was, he thought for a moment, and then simply said "New tracks. I'm grateful for the new tracks. And all the rest of it too". Happy Thanksgiving everyone." ***Kevin Madore:*** "New spool design! Looks pretty rugged and easy to replace." ***MWCR:*** "Kevin - and we're thankful for it!" ***William Howard:*** "I wish all Cog Railroad staff a very Happy Thanksgiving" ***Wendy M. Cogswell:*** "One of my favorite places to go! Happy Thanksgiving to all!" ***Along the River Campground & Cabins Twin Mountain NH:*** "Thank you for 155 years and counting! Wishing you guys many more successful years challenging gravity." ***Nancy O'Neill Kearney:*** "Happy Thanksgiving Andy !"



- Mt. Washington Cog Railway FB page - Wed, Nov 27, 2024



- MWCR- Thu, Nov 28, 2024

November 28th

White Friday Deals: "It's that time of year again Coggers - the big White Friday Sale is on here at Marshfield and at the Cog Railway's online gift shop! First up we have special holiday bundles of some of our most popular and authentic gift items. These will go fast, so don't wait - quantities are limited!"

December 9th

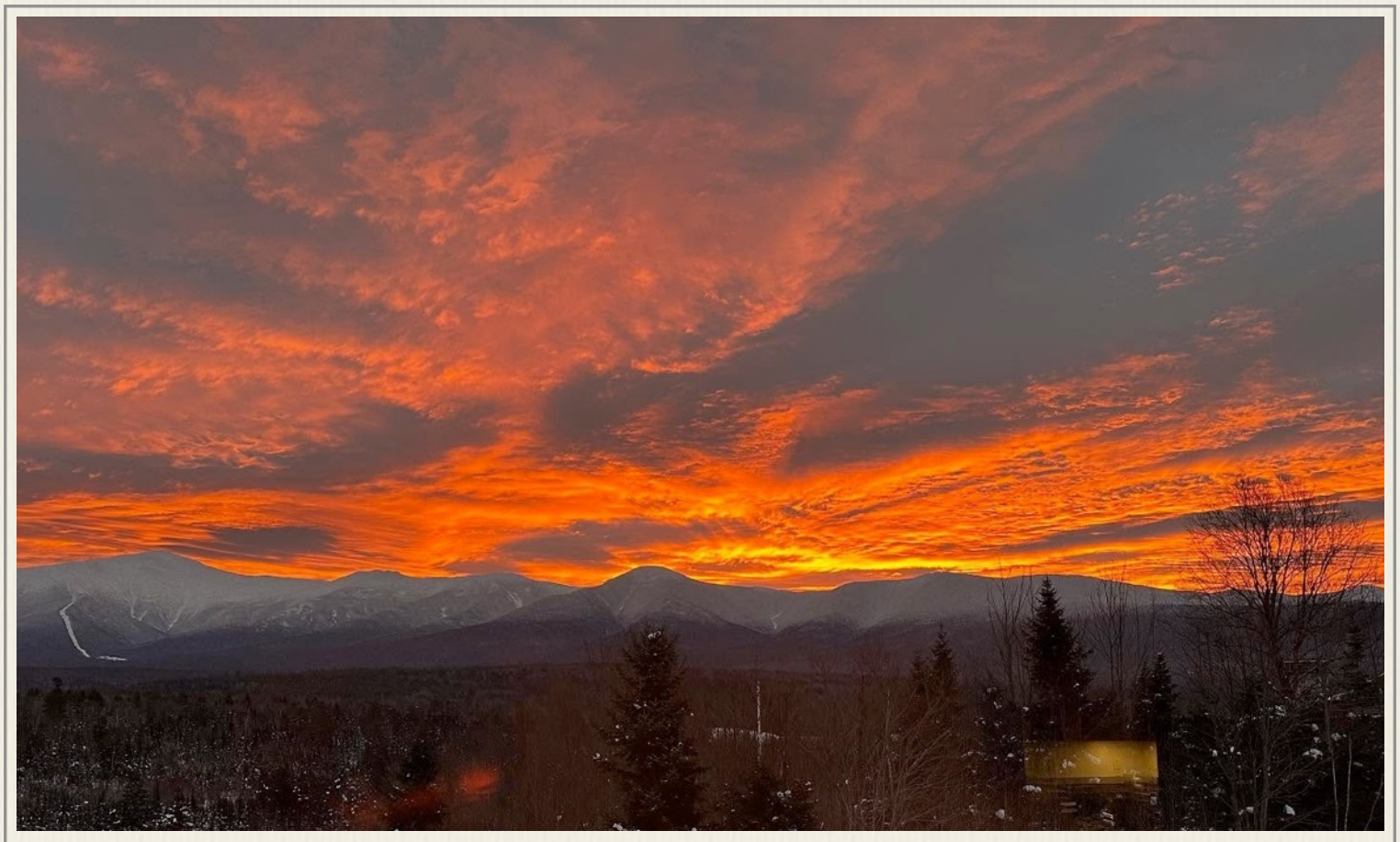
Another Cog Fall Summary Report: Many thanks to our buddies up at the Mount Washington Observatory for giving us a few column inches on their blog to shamelessly plug everything that's been going on over here the last few months... "Each year, from late September thru mid-October, Mount Washington presents her best, most colorful face to the world. The onset of Autumn is always spectacularly beautiful up here, bringing with it an equally spectacular part-time migration of *admirateurs du feuillage* (as our friends across the northern border might politely say). The first six weeks of Fall '24 saw an unusually dense influx of leaf-seeking out-of-towners converging on our rocky little chunk of paradise. Now, don't get us wrong– tourism is the lifeblood of our business and our communities. Welcoming all who show up every year to respectfully enjoy the beauty and adventure for which our region is so widely renowned is our raison d'être– it's our job, and we take it very seriously. But this year's volume strained not only our uphill capacity but our credulity. Reports of chaotic, overcrowded roads and sullied trails were almost beyond belief, none more so than the morning-after accounts of the volunteers who ventured out into the wild to clean up after those who had left a lot more than footprints. If you're now thinking that maybe we used that word "dense" a few sentences back for a reason, well, you might just be smarter than the average bear. Meanwhile, back here at the world's first mountain-climbing Cog Rail-



way, 2024 marked our 155th operating season since we first climbed to the summit with passengers on July 3, 1869. This year's big anniversary celebration on September 14 may be behind us now, but it's already taken its rightful place in company lore. As fireworks lit the faces of over 500 happy guests and staff, President Wayne Presby noted that it was the "best event" he'd ever attended (and coming from Wayne, that's saying something!) Earlier in the day, Waumbek Station hosted rotating steam trainloads of enthusiasts, and historian Tim Lewis delighted his audiences with tales of the Railway's early days. Chef Joe's of Franconia outdid themselves with a tasty catered buffet dinner in our meticulously cleaned and child/adult-proofed maintenance building (a tip-o'the-lid goes out to Shop Foreman John Suitor and his crew for that Herculean effort). And after his comprehensive recounting of the long list of improvements and innovations made under his watch since 1983, Wayne and wife Sue were presented with their alma mater's Lifetime Achievement Award by Megan Carpenter, dean of the University of New Hampshire's Franklin Pierce School of Law. Speaking of UNH, September also found us bidding farewell to our first-ever summer interns, Tatum and Will, from the University's Mechanical Engineering program. T&W worked under the tutelage of our resident Mechanical Engineer Caleb Gross and General Counsel Earl Duval, crawling under the hood and deep in the guts of our diesel and steam locomotives. Most importantly, they helped coordinate the activities of their classmates and faculty back at UNH working to design and fabricate the Railway's next Maintenance-of-Way innovation– a multi-purpose ELECTRIC track speeder! When in service, this little bugger will quickly transport personnel and equipment to where they're needed on the mountain, whether it be for track maintenance, locomotive repair, or to aid in hiker rescue. Ready or not, the future is coming. We saw it with our own eyes in these exceptional young talents, and we'll be sure to let you all know when it gets here! Once the last leaf on the mountain went psychedelic and fluttered to the ground, we shifted gears, shut down for 2 weeks and proceeded to rip up about a third of a mile of rickety old lightweight rail *(above)* and rotting wooden ties between the boarding platforms and the maintenance shop. Taking the



main line and shuttle tracks out meant we were effectively cutting ourselves off from the majority of our rolling stock tucked away in the shop, so to say we were highly motivated to finish this project quickly would be an understatement. All-hands pitched in, and supported with heavy equipment and personnel from Presby Construction, we wrapped Phase 1 of the work on schedule and sent the first trainload of passengers for the 2024-25 winter season to Waumbek Station on Saturday, November 9. Once completed in the spring, we'll have two state-of-the-art service tracks featuring properly graded and ballasted heavyweight rail fixed to steel ties with Pandrol rail clips, newly-designed bolted rack spools, improved site drainage thanks to a new box culvert, and a lengthened below-grade inspection pit extending under both tracks to streamline the daily servicing of our steam locomotives. Most importantly, of course, our engineers will soon be able to step on the gas and safely bring our trains up to the boarding gates and back down to the shop at a hair-raising, ludicrous top speed of 5mph! Finally, we held a press event and ribbon cutting ceremony at Marshfield on November 21, officially introducing several new remote weather stations installed along our right-of-way above and below tree line. The expansion of the Mount Washington Observatory's Mesonet network of automated stations to the western side of the mountain *(previous page)* will give scientists and meteorologists at the Observatory and around the world a much more complete picture of "the World's Worst Weather." In attendance were staff and management of the Observatory, including Drew Bush, Executive Director, and Rob Kirsch, past President and Trustee. Also attending were representatives of state and local government and regional stakeholders, including Taylor Caswell, commissioner at the NH Department of Business and Economic Affairs and Chris Thayer, Senior Director at the Appalachian Mountain Club. After the ceremony, guests rode a charter train up to Waumbek Station, passing another of the new devices located trackside on Cold Spring Hill. The presentations by Charlie Buterbaugh, Jay Broccolo and Keith Garrett, in particular, reminded us of how fortunate we are to have so many knowledgeable, passionate, and unifying partners on Mount Washington. Everyone who works on or visits the mountain owes the Observatory staff a debt of gratitude for everything they do. Other than that, not much has been going on over here. How are things in your neck of the woods? - Randall Armor" *- Mt. Washington Cog Railway FB page /* *https://mountwashington.org/just-another-fall-foliage-season-at-the-cog-railway/*



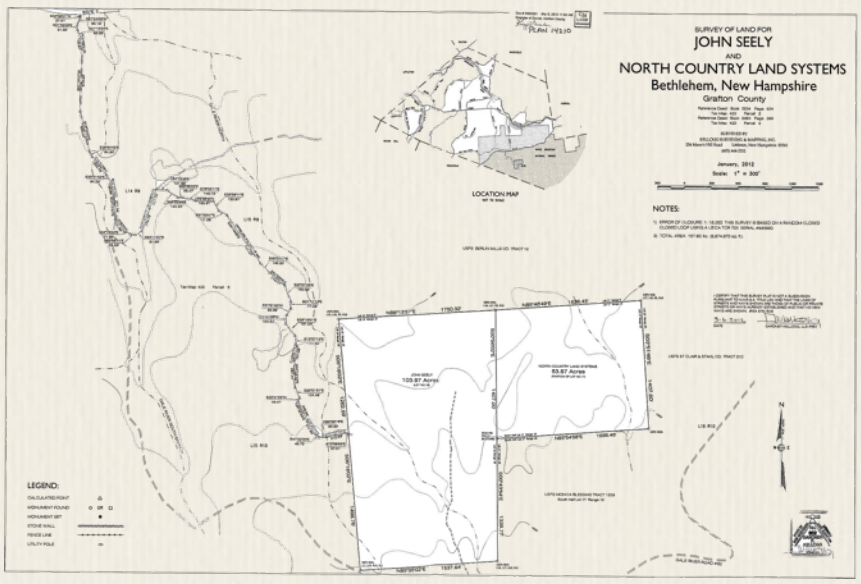
"Take Warning": Art Poltrack's caption on his photo *(above)* he posted on Dec. 9th. ***Sanford Brumley:*** "Sailors take warning. What do cog railway men do?" ***Kevin Madore:*** "Sanford - Dress for battle." ***Art Poltrack:*** "Sanford - We are on constant warning pushing things up hill!" ***Dave Moody:*** "Art, Only in the steamers !" ***Susan M Houck:*** "Wicked amazing photo! Beautiful!" ***Fanny Blaggie:*** "You captured a sight to be remembered." ***Charley Kenison:*** "Yikes!" ***Debbie Gosselin:*** "Amazing!!!!!" ***Walter Czudak:*** "Almost sinister looking!" ***Anne Koop:*** "Yes - Red sky at morning, Sailors take warning" ***Hannah Niemi:*** "Wow , that view will never get old"

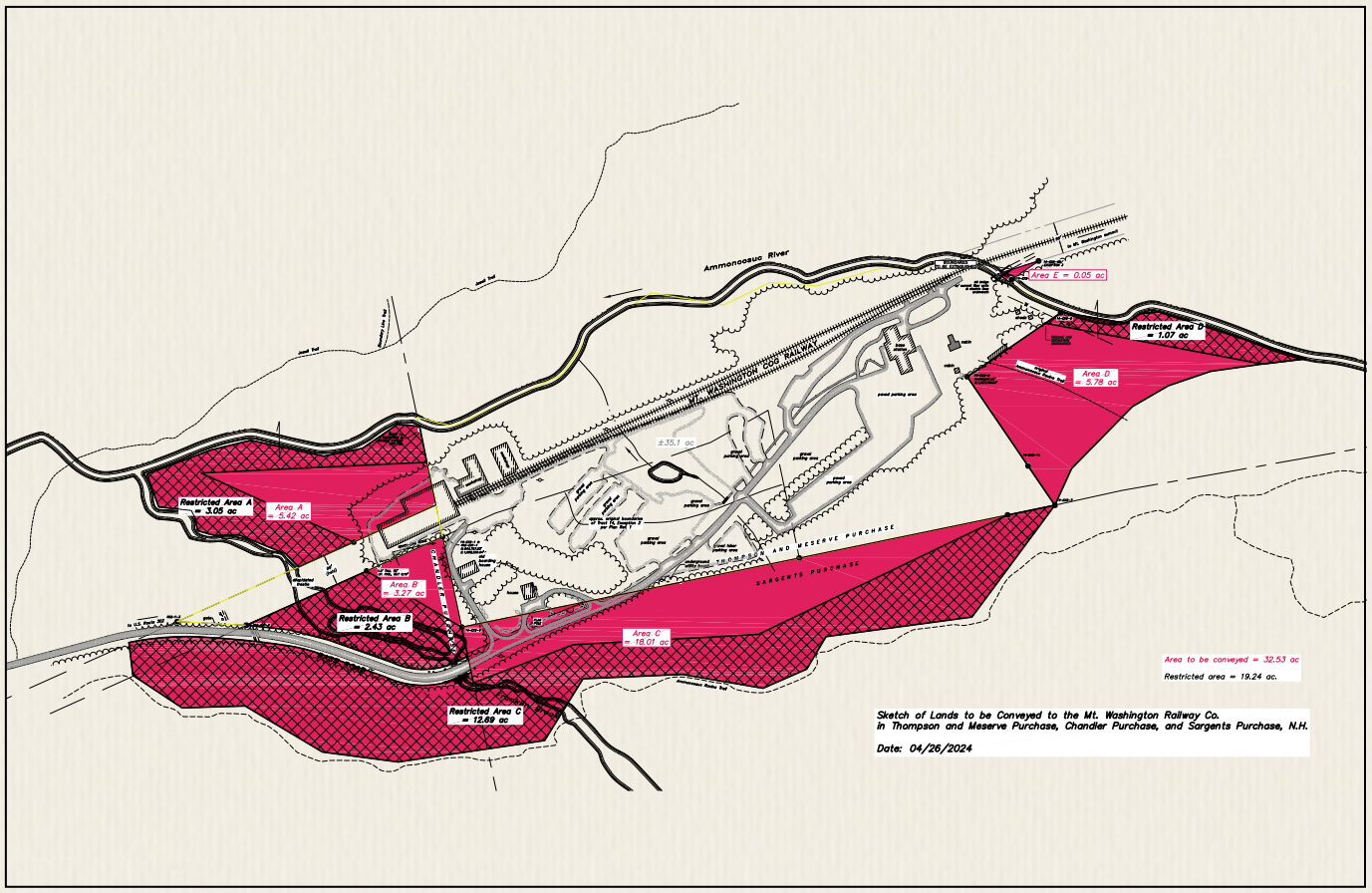


December 18th

Coös County Planning Board: The Coös County Planning Board will meet on December 18, 2024 at 6:00 p.m. at the North Country Resource Center - 629 Main Street - Lancaster, NH. AGENDA: 3. Mt. Washington Cog Railway Conceptual Discussion on: a. Installation of an FM radio station antenna *(18 lbs)* at Waumbek Station to be mounted on a 30' tall pole (2 to 3 inch diameter) that would be attached *(left)* to the side of our existing woodshed. Please see attached spec sheet for the proposed antenna; b. Update on boundary line adjustment project with the White Mountain National Forest (land exchange with the WMNF whereby the Cog Railway will be adding 32 acres to Marshfield Base Station.)

Minutes: "Earl Duval and Wayne Presby, Mt. Washington Cog Railway, were in attendance for Conceptual Discussion on The installation of an FM radio station antenna and Update on boundary line adjustment project. Ms. Bamford inquired if the Board would need to amend the original site plan. Mike Ouellet replied that it was a minor change and recommended not to reopen the site plan. The Chair inquired about the footage of the pole. Mr. Duval replied that he has spoken with the fire marshal. Clerk Mike Ouellet noted that a zoning permit application will need to be filed for approval by the Commissioners. Mr. Duval continued that the boundary line adjustment land exchange with the White Mountain National Forest is currently under special use permit. Mr. Duval reported that over the summer, Mr. Presby purchased 150 acres in Bethlehem *(right)* with the agreement that the White Mountain National Forest would agree to a land exchange of 32 additional acres at the base station *(below)*. HEB has completed the survey. The goal is to have this exchange filed in 2025. Some of these areas will be restricted. Thomas McCue asked that restrictions are part of the future record. Chairman Rineer asked Tara Bamford if she had anything to present to the Board as her contract expires on December 31, 2024 and a new contract has not been received. Ms. Bamford stated that she would like to continue in her current role of the last nine years. Her rate is $100/hour. Chairman Rineer countered that the Board received





a contract from another entity. The motion was repeated to accept the service contract from Resilience Planning & Design LLC for year 2025. The motion was approved by roll call 5-3. A motion was made by Mike Waddell, seconded by Rep. Jim Tierney to retain the services of Tara Bamford for any and all planning board business pertaining to the Mt. Washington Railway Company and the Balsams for 2025, not exclusive. The motion was approved by roll call 6-2. Ms. Bamford stated she would submit a contract to the Chair for review."

December 19th - 20th

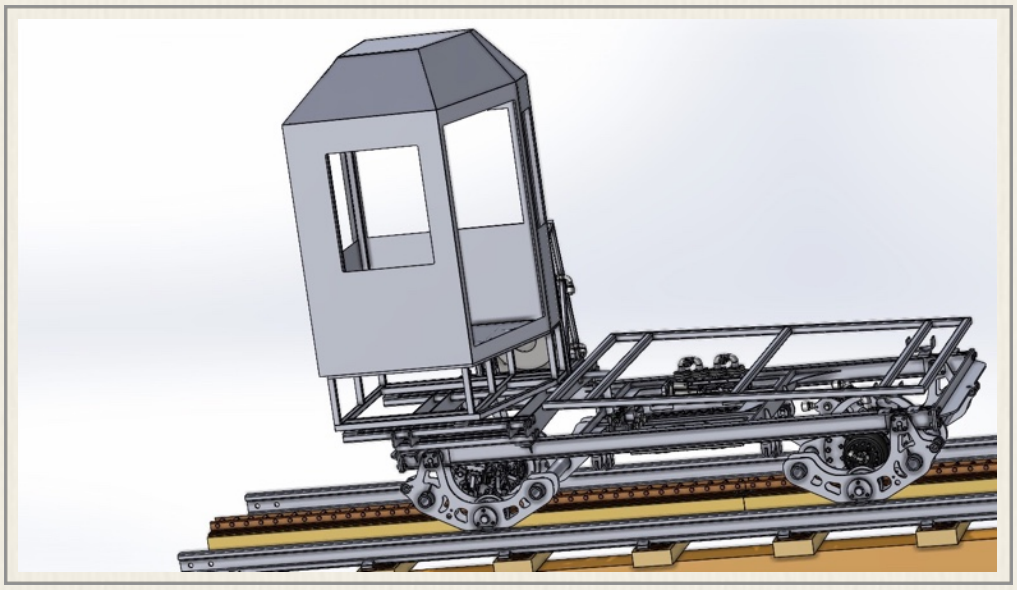
Real World Problems: "It's that time of year again, Coggers, which means we need to remind anyone considering a winter hike in the Whites to take a physical, mental and material inventory of their true level of preparedness. Read this harrowing account, look at these incredible pictures, and remember that "forewarned is forearmed". Despite the heroic efforts of local search and rescue teams and National Guard aircrews, not every story has a happy ending. NH Fish & Game: "At 8:15 AM on Thursday, December 19th Conservation Officers were made aware of a hiker in distress just below the summit of Little Haystack on Franconia Ridge. The solo hiker had contacted NH 911 and reported that his limbs were frozen, he was hypothermic and could no longer move thru the several feet of snow. Temperatures were in the twenties with winds blowing consistently above thirty miles an hour. It took over an hour to cover the 1,000 feet of bushwhacking from Falling Waters Trail to where the hiker was located and by 1:00 PM the first ground rescuers reached the hiker. Vegetation was extremely thick and the terrain was steep. Snowshoes were a must once rescuers left the trail. At this point he was extremely hypothermic. He was placed in a Bothy Bag for shelter, given warm dry clothing and warm fluids *(below)*. The hiker stayed sheltered and was stabilized with rescuers while others with a rescue litter were making a trail to them. At around 3:00 PM the clouds lifted enough for the Army National Guard to return to the area. By 3:15 PM the Army National Guard had lowered a medic and hoisted the hiker into the helicopter *(right)*. The severely hypothermic hiker was identified as 28 year old Patrick Bittman of Portland Maine. It was learned that Patrick had departed sometime the previous evening so that he could watch the sunrise from Mount Lafayette. Once near the summit of Little Haystack he encountered deep blowing snow and decided to come back down. He could not find the trail as he descended and ended up heading into the Dry Brook drainage when he eventually called for help.





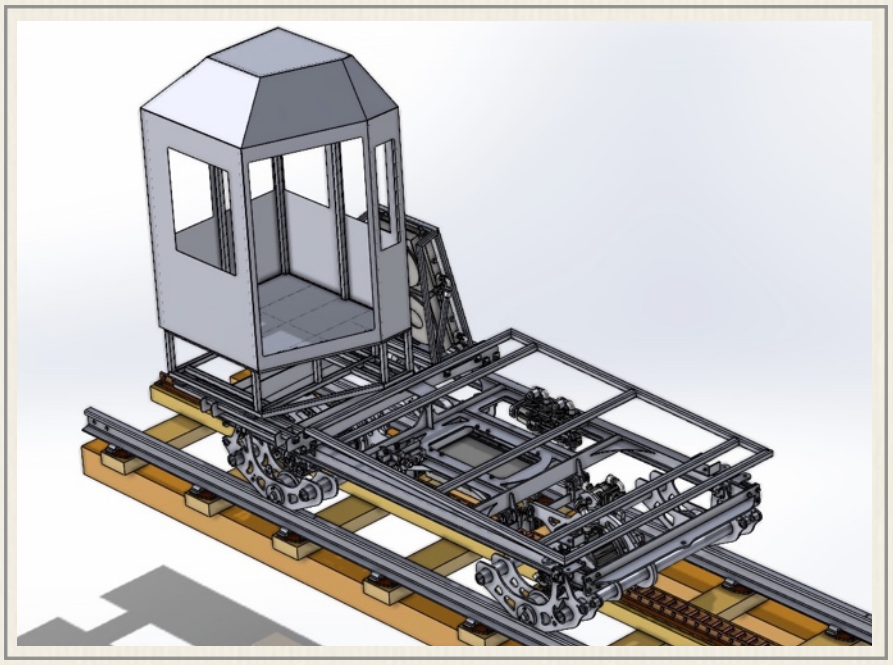
Online Problems: "SPECIAL SERVICE ALERT, FRIDAY DECEMBER 20: We are working to resolve technical difficulties with our online ticketing system. Seats are available on all trains to Waumbek Station, and tickets may be purchased in person at Marshfield base Station.

2024



December 27th

Electric Rescue Vehicle: Reporter Paul Hayes: "The Mount Washington Cog Railway is embarking on an electric future. The company has teamed up with the University of New Hampshire to develop a battery-powered multi-purpose vehicle, marking a significant step towards electrifying its fleet of diesel locomotives. This privately funded quarter-million dollar project aims to have a prototype ready by 2025. Caleb Gross, the chief mechanical engineer, emphasized the importance of modernizing the railway. "My job is to take this place into the 21st century, and this project is a big step in the right direction," he said. The railway poses unique challenges, as it stretches three miles and climbs 2,700 feet to Mt. Washington's summit. The team needs to design an electric vehicle that can manage a steep average grade of 25 percent and a maximum grade of 37 percent. The prototype must be capable of holding a substantial charge for the uphill journey, quickly recharging on the descent, generating 600 horsepower, and supporting a payload of up to 9,000 pounds. The prototype multi-purpose vehicle will feature modular components akin to Lego blocks, allowing it to serve various functions such as an ambulance for mountain rescues, transporting building materials for track maintenance, or delivering materials and workers for track repairs. Ultimately, the goal is to adapt this system for locomotives weighing nearly 40,000 pounds, which pull *(Ed note: push)* 30,000-pound passenger cars. "This is groundbreaking," Gross stated. "You can kill a flashlight in probably 45 minutes and then wait for several hours for it to charge back up. So the rate of charging that we're looking at for regeneration is pretty substantial." Although electric and hybrid locomotives exist worldwide, none are battery-powered and designed for such heavy loads, making The Cog's project truly unique. The design process that began earlier this year has been both educational and stimulating for Gross and the five UNH students collaborating on the project, including summer interns Tatum Vansicklen and Will Callery. Gross conducts video calls twice a week with the students, guiding them through the design of hydraulics, electronics, control systems, and more. "It's always been my dream to pay back and to teach the next generation a bit of what I know," Gross said, adding that engineers are lifelong students. "The way I view it, you should be learning something new every day, especially if you're a mechanical engineer. If you're not, then you should be trying harder." The partnership with the University of New Hampshire, which started in Fall 2023, involves The Cog sponsoring a capstone project for UNH seniors to create a basic electric vehicle drivetrain as a proof of concept, with the potential to scale up to locomotives. This initiative aligns with railway owner Wayne Presby's vision of electrification, resulting in quieter, cleaner operations with more easily sourced parts. Gross recalls visiting the university last year and being impressed by facilities like the John Olson Advanced Manufacturing Center. He noted the synergy between The Cog and the UNH electric vehicle organization, as both are dedicated to innovative engineering. Plans are in place to showcase a portion of this project during The Cog's 156th anniversary celebration on July 3, 2025."



- St. Johnsbury (Vt) Caledonian Record - Fri, Dec 27, 2024 pg. A1 & A2

"But wait, Will there be More...?"

Not in this Volume: You are reading one of the final versions of *The Jitney Years* manuscript. The "Sunset Special" was the last train up the mountain. This is an online update to the January 2024 document sent out as part of a ten year-long effort to collect additional Cog employee names, information and stories. The record of the Cog's 155th year pushed the software's page limit. A new collection, *Vol 3 2025 to...* has been created. *The Jitney Years* project continues to prepare a last run up the mountain before committing to a final print-out of the manuscript. This is another "last call" for any information that should be included.

If you or your relatives worked on the Cog Railway, please contact Jitney Jr. so he might include your family's mountain tales in this manuscript.

And if you would like to receive notification when newer versions of the manuscript are posted electronically, please contact Jitney Jr. at the following email address:

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