

*A Roster of Employees
of the*
Mt. Washington Cog
Railway

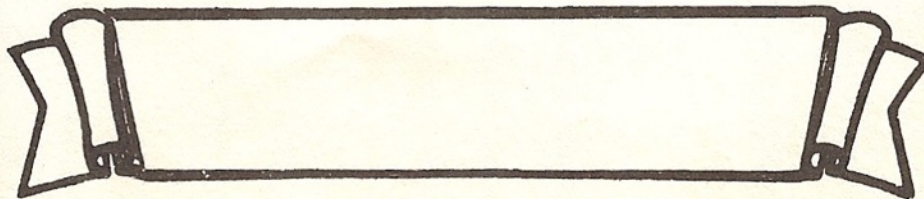
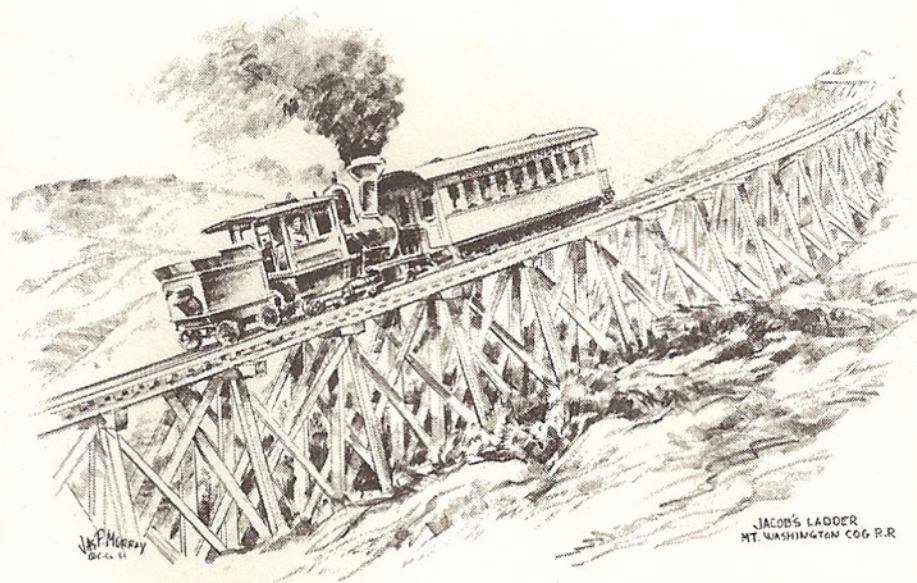


1950-1967
THE JITNEY YEARS PLUS

Volume 2C
Addendum - August 2026

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 names from those times (1950-1967), earlier and later. Best efforts have been made to ensure accuracy in those names, their respective stories and biographies. Discrepancies do exist among the various recollections and accounts of the people, the events and activities that occurred. Therefore this Addendum is to correct those discrepancies and list additional names since the first Volumes were finalized in 2025.

Main Cover Photo Illustration - 1990s & 1870s Cog trains with crew at Base Station platform by Jitney Jr. & Keith Chamberlin - FLEK

“The Mount Washington Cog Railway in New Hampshire is no prissy, polite, laundered, Disneyland-style operation. A gutsy, sooty, elemental experience, it was conceived in the 1850’s, a less fastidious age than our own. P. T. Barnum once called the Cog Railway ‘the second greatest show on earth,’ and so it remains.”*

- Karl Zimmerman

New York Times - July 5, 1981

“The secret of the... success, was the people - it’s the spirit, the dedication, the perseverance of everyone... that makes the impossible possible. No matter what it is, they rise to the top, and they’re the reason that they are, and this is the Greatest Show on Earth. They’re very special people and we love them all.”

- Kenneth Feld

Ringling Bros, Barnum & Bailey Circus CEO

Final Performance - Mon, May 21, 2017

“Prosopography (pros o pog ra phy) : a study that identifies and relates a group of persons or characters within a particular historical or literary context”

- Merriam-Webster

“Hiraeth : a Welsh word that has no direct English translation. Originally and chiefly in the context of Wales and Welsh culture: deep longing for a person or thing which is absent or lost; yearning; nostalgia, wistfulness or an earnest desire for the Wales of the past; spec. homesickness.”

- Oxford English Dictionary

“The famous quote, “The reports of my death are greatly exaggerated,” is attributed to Mark Twain. It is a misquote of a statement he made in response to a newspaper inquiry about rumors of his demise. Twain actually wrote, “The report of my death was an exaggeration,” in a letter to a New York newspaper. The misquoted version, “The reports of my death are greatly exaggerated,” is the more widely recognized and used phrase...”

-Google Artificial Intelligence

Answer to Fitney Jr query - July 27, 2025

** P. T. Barnum actually called Mt. Washington “the second greatest show on earth.” However, his quote was manipulated over the years for promotional purposes.*

A Note About Style

The *Jitney Years Collection* is a crowd-sourced manuscript and thus follows no standard academic stylistic formula. *Volumes 2 Roster* is primarily the work of editor Jitney Jr. who transcribed material discovered about each Cogger from various sources, and interviews conducted about that person. Those interviews revealed a certain “hiraeth” for the Cog of their past. In addition, Coggers have submitted their own stories by email and letter while colleagues have weighed in on their co-workers. Relatives have also submitted family stories of their Cog relation. In each case, care has been taken to preserve their individual “voice” in telling the tale. Jitney Jr then conducted online research for further details. *Volumes 2 A-I & J-K* were published as PDFs, but additional names came in & errata pointed out. This *Volume 2C Addendum* puts additional names on the *Roster* and corrects the errors of the two first volumes.

Attribution of other voices/sources 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.

Roster entries follow this general outline:

First Middle “Nickname” Last Cog Years Employed

Cog Job or First mention in Records - (YYYY) “Newspaper article” Co-worker commentary on employee / Bio when available (YYYY) “Newspaper article appearing during bio period (MM/DD) Death / (YYYY) Obituary when available - sourcing / suggestions where further information about Cogger can be found.

- Sources - Date published / Source - Date published

Methodology

Originally, there was only one volume to be produced. It would contain Jitney’s completed *Operating Manual* from 1962-1964 and Jitney Jr’s update of his *Cog Clatter* journalistic effort of 1966 & 1967. However, Jitney Jr’s efforts to gather images to illustrate the manuscript, and historic material for context revealed the lack of the railroad’s story ever being told through the eyes and the lives of the people seen toiling in the many images of world’s first mountain-climbing railway over the years. Who were these people? Could a list of names be developed from close scrutiny of the many newspaper stories, magazine articles, books and contemporary records written? Jitney Jr took on the task, thinking his fourteen summers growing up at the Cog, and his later training as a journalist made him uniquely suited for the effort. He learned later he was practicing “prosopography.” *Volumes 2 Roster*, along with the collection of Mount Washington Railway news clips in *Volumes 3 Timeline*, the background material of *Volume 4 Appendix*, and the collection of foundational paperwork in *Volume 5 Documents & Maps* is the result. Everything you never wanted to know about Cog Railway and were afraid to ask collected into one place. Enjoy?!?



Foreword

“Can’t tell the players without a program!” A ball park vendor’s cry - a bastardization of the phrase “You can’t tell the players without a scorecard” from the January 10, 1947 editorial cartoon by Herbert L. Block.

The story of the Mount Washington Railway has been told for the last 150 years without a complete program. Oh, there have been character sketches here and there - of owners, of managers, and employees with a knack for charming journalists or merely the art of self-promotion. But a complete roster of the day players and journeymen (and women) who kept the trains running and tourists happy (as possible) remains elusive.

This is a start towards filling that void. It may also be the end as tracking down names of Cog employees is as difficult as identifying which cinder came from what stack during a particular trip up to the Summit on a specific day.

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

Names

This is a list of Cog employees discovered after 2025 as well as additional information about those from the start of the railroad (1866) through the publication of the *Jitney Years Volumes 2 A-I & J-Z* in 2025. Entries are based on financial records, newspaper stories & obituaries discovered during more recent research for this manuscript as well corrections thanks to fact-checking by Cog family members. It is still far from comprehensive. Early employee reports to the State of New Hampshire indicate roughly 30 positions were filled on the railroad each summer. Newspaper clips suggest another 30 to 35 positions at the Summit House, although master mechanic John Horne told the N.H. Legislature in 1893, “The (Summit) help will average, during the summer time, about 80, one time and another, that is they keep discharging and hiring new (employees).” Rosters during the Teague years run from between 100 to over 180 names. Close examination of images of Mount Washington Railway operations finds many unidentified Cog employees and family members posing for cameras. Their faces appear throughout the Roster volumes to record their work and participation even without their names. Known Coggers are listed alphabetically by **First**, **“Nickname”** and **Last** name. The **year(s)** indicate confirmed Season(s) of work. Comments include job/biographical sketch and sources of information. Readers will find directions to other areas of the manuscript where more extensive stories of the Names with sparse details have appeared in other the *Jitney Years* volumes. Names without such a referral were found during the review of financial ledgers of the various corporations noted, and additional biographical information remained elusive. The authors ask readers with additional names, details and corrections for the *Cog Roster* to please contact them so this document and the online database may be updated at JitneyYears.org.

Alfred N. Ballou

1870

Railway employee - Alfred N Ballou was born on June 5, 1850, in Bristol, New Hampshire, to 37-year old Nancy Tyrrell (*b.1813 d.1880*) and 39-year old farm worker Elijah Ballou (*b.1811 d.1882*). Alfred had six siblings: Marie (*b.1841 d.*), Weston (*b.1844 d.*), Wayland (*b.1844 d.1883*), Ellen Martha. “Nellie” (*b.1848 d.1936*), Emma Jane (*b.1853 d.1875*) & Clarinda “Claire” (*b.1855 d.1913*). 22-year old machinist Alfred N Ballou married Zephia White (*b.1847 d.1922*) in Franklin, New Hampshire, on December 24, 1872, The marriage certificate did not list her parents, but other records said she was born in Canada. They had three children: Marion L. (*b.1875 d.1925*), William Francis (*b.1878 d.1942*) & Emma (*b.1883 d.1883*). (1889) “The L of a two tenement house, situated on Bow Street, Franklin, owned by Q. L. Kelly, and occupied by Alfred Ballou, was badly damaged by fire, this morning (4/18). The building was fully covered by insurance.” Zephia/Zilphia would divorce Alfred a month later in the spring of 1889 for “habitual drunkenness.” She would remarry Lewis Martin, son of Albert and Ann (Kenney) Martin in Franklin April 21, 1891; She would divorce. Lewis and die in Randolph, Vermont on May 29, 1942. In 1900, Alfred Ballou was working as a day laborer in Lyndon, Vermont. By 1904, he was back in Franklin living at 38 Pearl Street when he suffered a “cerebral hemorrhage.” Treated for four days, Alfred N Ballou died on March 30, 1916, in Franklin, New Hampshire, when he was 65 years old. He is buried (*right*) in the Franklin City Cemetery.

- Charles L. Aiken 1870 diary / Ancestry.com / Newspapers.com / GenealogyBank.com / Find-a-Grave.com / *Concord (NH) People & Patriot - Thu, Apr 18. 1889 pg. 5 & Thu, May 9., 1889 pg. 8*



Jacqueline “Jackie” Bellefontaine

2025 - 2026

Brakeman - “Shifting gears, here’s a special shout out to the newest member of our train crew and this one’s a double-dipper! In her day job as the Observatory’s coordinator (*right*) for school field trips to the summit weather station via the Cog Railway, Jackie Bellefontaine is a name and face familiar to all of us, both at The Cog and in the wider MWOBS community. Now as her schedule permits she’s helping out at the Railway as a qualified brakeman! It’s a distinct pleasure to welcome Jackie aboard the World’s First Mountain-Climbing CogRailway.” / *MWObs Bio*: Jackie Bellefontaine, STEM Programs Manager: While growing up in Boston, MA, Jackie spent her summers visiting the New Hampshire Lakes Region and White Mountains. When she was young, Jackie discovered a love for Earth Sciences through constantly pointing out features in the New Hampshire landscape and asking her father “why does it look like that?”. Jackie later went on to pursue a B.S. in Earth Sciences at the University of Maine. During her undergraduate career, Jackie joined the Juneau Icefield Research Project (JIRP) as a student and spent the summer ski-traversing the Juneau Icefield from Juneau, AK to Altin, BC. This expeditionary style program, focusing on studies relating to glaciology, solidified Jackie’s passion for cold, dynamic places. In early 2021, Jackie joined the Mount Washington Observatory as a winter intern. “I grew up outside of Boston in Malden, Massachusetts,” she wrote in an intern intro, “but recently moved to Meredith, New Hampshire. I have always loved the New Hampshire Lakes Region and the White Mountains! I graduated from the University of Maine in 2020 with a B.S. in Earth and Climate Sciences.” In her few short weeks as an intern, Jackie was fortunate to experience some pretty extreme and exciting weather. Thus, when a weather observer position opened during her internship, she jumped at the opportunity. Jackie then spent the next year and a half thoroughly enjoying her position on the summit as a Weather Observer & Education Specialist. Jackie took a brief break from the summit to pursue a position with the Lake Winnepesaukee Association where she managed their educational outreach and development efforts. Jackie was ecstatic to rejoin the Mount Washington Ob-



servatory team and contribute to its mission in her role as the School Programs Coordinator and now develops educational programming as STEM Programs Manager, engaging with educators, students, and adult learners in our community and beyond.

- Partner Reports - MWObs Windswept - Fall/Winter 2025-26 Vol.66 No.3 pg 44 / <https://mountwashington.org/about-us>

Carlos “Chuck” Berguido III 1964 - 1965

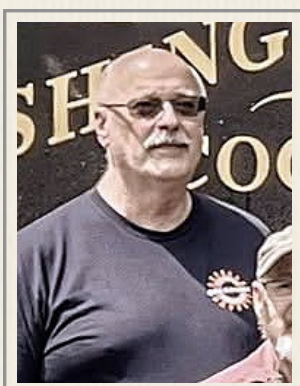
From Haverford, Pennsylvania outside of Philly (2025) November 30, 1947 — March 6, 2025, Petaluma, California: Berguido, Carlos III, 77, (right) passed away after a prolonged illness on 6 March 2025 at home in Petaluma, California. Carlos was born 30 November 1947 to Marion and Carlos Berguido II in Philadelphia, Pennsylvania. He is survived by his wife Lynn “Star” Berguido and daughter Angela (husband Bogdan) Panek. He graduated from the Haverford School in 1965. After moving to California, Carlos had a career in concert production and later in computer engineering and program design. He will be missed by his loving family and the many friends he made along the way.”

- <https://www.parentsorensen.com/obituaries/carlos-iii> / Rest of bio in Vol. 2A Roster - pg. `04



Larry Bowen 1966 - 1969

Brakeman - Joe McQuaid says “one of the fastest switch throwers” from Stony Brook prep school on Long Island. Larry Dail Bowen graduated from Stony Brook in 1965 where he had played football, basketball and ran track. A “Larry D. Bowen” died in 1997, but a discrepancy in spellings of middle names (Dale v. Dail) and birth dates has Jitney Jr. unsure whether the following obituary is for Cogger Larry Bowen. It was not. Cogger Larry Bowen would die seventeen years later. “CLAIRE DWYER INFORMS ME THAT THIS NOT COGGER LARRY BOWEN’s obituary, who died of cancer while approaching the 2014 Cog reunion. CORRECTION WILL BE COMING. The famous quote, “The reports of my death are greatly exaggerated,” is attributed to Mark Twain. It is a misquote of a statement he made in response to a newspaper inquiry about rumors of his demise. Twain actually wrote, “The report of my death was an exaggeration,” in a letter to a New York newspaper. The misquoted version, “The reports of my death are greatly exaggerated,” is the more widely recognized and used phrase,” **Gordon Champion:** “I sent a message to one of his sons, Joel. I’m waiting to hear back. I have Larry’s widow’s contact information as well. I will call Lynn if I don’t hear from Joel soon. I always admired Larry for his spunk going from a salesperson to a lead pilot for US Air. Larry, Norm Koop and I graduated together from the Stony Brook School in New York in 1965. We were called the three amigos at the Cog. I will keep you updated as soon as I hear from Larry’s family. Keep up the good work Tim.”

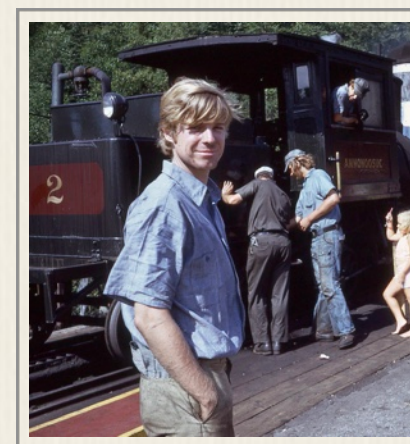


Roland Caron 2026

Railway employee - seen at left in July 3rd weekend birthday photo as part of the team that put the No. 9 *Waumbek* back on the mountain steaming with a new boiler in July 2026.

Raymond “Ray” Clark 1967-1970 & 1973

19-year old Harvard student (right) from Cambridge, Massachusetts when he started working at the Cog. / Raymond Evans Clark was born on June 12, 1948, in Manhattan, New York City, New York. Ray graduated from the Middlesex School in Concord, Mass. and earned his B.A. and M.S. from Harvard University, Cambridge, Mass. 22-year old Raymond Evans Clark married Stephanie Lewis (b.1953 d.2003) in Bradford, New



Hampshire, on June 11, 1971. In 1972, Clark’s Cog engineer Joe McQuaid published a first-person account by Clark of hiking the Himalayas, and wrote a profile of the author to accompany the piece. “A Real NH ‘Mountain Man’ - Ray Clark, a 23-year old Harvard graduate, hails from New York City. So what does an Ivy League “preppie” from the big city know about the outdoor, mountain life? Clark knows plenty and *Sunday News* readers will be interested to know he’s a New Hampshireman at heart, having spent most of the last six years in and around the White Mountains. A quite personable and knowledgeable “mountain man,” Clark feel in love with this state’s venerable peaks at an early age and quickly learned most Appalachian Mountain Club trails by hear. A bit of a longer, he was always hiking in some remote spot and a job at the famed Mt. Washington Cog Railway in the late sixties put clark just where he wanted to be. Like hundreds of other big city youths before him, Clark soon made the Cog a second home and became a proficient railway hand. Clark was brakeman on a train crew with fireman Gordon Champion of Hampton (NH) and engineer Joe McQuaid of Candia (NH). The latter is now Sunday editor of this newspaper. Whenever a free day came his way Clark was off and climbing, spending countless hours in unique serenity of New Hampshire’s rugged peaks. Even after leaving the Cog he remained in the mountains and served for a time as chief counselor of Copper Cannon Lodge in Franconia, the subject of a *Sunday News* photo-feature last summer. Clark’s New Hampshire ties were knotted that much more when he married Miss Stephanie “Stevie” Lewis, daughter of Mr. and Mrs. Jonathan S. Lewis, Jr., of Bedford, (NH). “Stevie” was a favorite of many fans at several Deerfield Fair horse shows. The couple now resides in Bedfor. So Clark was no rookie when e set out to see “the Big Ones,” the Himalayas of Nepal. But, he admits the two mountain ranges half-a-world apart are not ‘quite the same.’ His story and accompanying photos show why.” 28-year old Raymond Evans Clark and Stephanie Lewis were divorced on November 24, 1976, in Billings, Montana, after 5 years of marriage. Ray in his petition for divorce said the marriage was “irretrievably broken.” 32-year old Raymond Evans Clark then married



27-year old Montana-born Bettyjune Hendrickson Jr. (b. 1953 d.) from Kirland, Washington (*previous page*) on August 30, 1980, in Yellowstone, Montana. (1980) “Bettyjune Hendrickson and Raymond Evans Clark were surprised with a ride to their reception in a Peterbuilt truck tractor, after their marriage at the home of the bride’s parents, Mr. and Mrs. Robert E. Hendrickson, 2511 Emerson Place. Justice John Sheehy of Helena, officiated at the ceremony. A dinner dance followed at the Yellowstone Country Club. Parents of the bridegroom are Mr. and Mrs. Edward F. Clark Jr., of Cold Springs, N.Y. The bride graduated from Billings Senior High School, Sarah Lawrence, Bronxville, N.Y. and Washburn Law School, Topeka, Kan. She is in management training for Pac-car in Seattle, Wash. The bridegroom graduated from Middlesex, Prep School, Concord, Mass. and earned his B.A. and M.S. from Harvard University, Cambridge, Mass. He is a developer for Baugh Construction in Seattle. The newlyweds will reside in Kirkland, Wash. In mid-December 2025 word began to spread that Clark had died at the age of 77. **Claire Dwyer**: “I wanted to pass along the sad news that Ray Clark passed away early last week (*Dec 7 to 13*) from lymphoma. Ray’s wife, Juni, had contacted Rusty (*Aertsen*) the day of Ray’s passing. However, Rusty has not heard yet whether or when there will be a memorial service or celebration of life. Rusty and I each shared the news with a couple of people who have likely already shared it with others. Some of you may have already heard. Rather than send a “global” email to my whole 2019 Cog reunion list, I decided to just send this email to people who worked with Ray or worked during the time Ray was at the Cog. I’m sure I missed some people and some of the email addresses I have are outdated. But hopefully I included enough that the word will eventually spread.” **Bill Oedel** posted: “Unbelievably sad news. Rest in peace, old friend” along with the photo of Ray on the Marshfield platform seen at the start of this entry. **Ben Phinney**: “Thanks so much Claire and Bill for sending that awesome photo from the old days.” **Oedel**: “Attached (*right*) is another from fall 1970, when Ray spent a couple of weeks at our place in New Hampshire; we had graduated that spring, and back then the Cog closed up in mid October. Can’t remember the names (*in the first photo*). I ran the 2. That’s Bob Kent and I think my brakeman; in the cab is Nat (blank); I really should check the brain’s deep storage, since he and Nate [also blank] made it to my wedding in Missouri in spring 1974. I knew Ray and Rusty well in Cambridge, enjoyed two ski trips to Colorado with them during spring break. I came to the Cog in 1967 about half-way through the season; we bunked down in the old boarding house (*aka Boys’ Dorm*) by the pump house; Rusty had a battery-run record player, so Jimi Hendrix was in the air. I think we were the only ones stashed in that building.” - *Manchester New Hampshire Sunday News* - Sun, Jan 9, 1972 pg 31 / Email chain - Dec 2025 / See rest of Ray’s story in Vol. 2A Roster pg 249, a page he shares with his first wife, Cogger Stevie Lewis.



Albert Colby ?

1870

44-year old member of the opening crew listed in Charles L. Aiken’s diary (*see Vol. 1 Operating Manual*) / Albert Colby was born on April 24, 1826, in Franklin, New Hampshire, to 29-year old Betsy Ash (b.1797 d.1873) and 33-year old Gardner Colby (b.1793 d.1858). 19-year old Albert Colby married Phebe Eastman Eaton (b.1829 d.1892) in Bethlehem, New Hampshire, in 1845. They had nine children in 18 years: Frank Albert (b.1848 d.1881), Martin Noah (b.1852 d.1928), Ann A. (b.1854 d.1872), Almira “Myra” F. (b.1857 d.1905), twin Mary S. (b.1859 d.1859) would die less than three months after her birth, her twin was future Cogger William S. (b.1859 d.1907), Charles H. (b.1861 d.1928), George Burton (b.1864 d.1925) & Edward J. (b.1866 d.1881). Wife Phebe Eastman passed away on June 9, 1892, in Franklin, New Hampshire, at the age of 62. They had been married 47 years. Stone mason Albert Colby died on June 14, 1908, in Franklin, New Hampshire of a cerebral hemorrhage, when he was 82 years old and was buried there in the Franklin Cemetery. - Charles L. Aiken diary 1870 / Ancestry.com / Find-a-Grave.com

Gideon Corriveau

1919 - 1928

Pump House operator - 57-year old Pump house operator from St. Johnsbury, Vermont seen above in a Corriveau family photo posted by descendant Alexander Grech III at the end of 2025 on Gideon’s family tree. It show Corriveau fixing the boots of his unidentified colleague sometime between 1919-1929. Jitney Jr. says the corrugated walls in the photo match the corrugated walls of the pump house.



Jeremiah Dow

2026

UNH Intern - nephew of Cog diesel engineer and Marshfield restaurant manager Marc Hartford.

Dana Fenimore

2026

Railway employee seen in July 3rd Cog birthday posting on Facebook (*right*). / 28-year old Dana Fenimore was born on July 20, 1998 in Littleton and graduated from Littleton High School. Her Facebook profile says she has been in a relationship with Cody Berube since April 4, 2024. She has worked at the Adair Country Inn and Restaurant since July 17, 2019. The Adair Contry Inn was owned and operated by former Cog Railway owners Joel



Gae - Gra



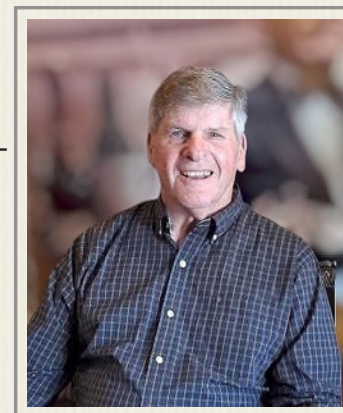
and Cathy Bedor from 2015 to 2023.

Conrad V. Gaetjen 2025 - 206

Diesel locomotive technician at the Cog Railway since May 19, 2025. Born in Wallingford, Connecticut to Richard W. and Carol Creason Gaetjen. Conrad has one brother, Joshua N. Gaetjen. Conrad graduated from Mark T. Sheehan High School in Wallingford. His Facebook page says he worked as a Hydraulic and Heavy Equipment Technician at Keystone Equipment Co. and at United Construction & Forestry in Hermon, Maine from September 1, 2021 to May 19, 2025 before coming to the Cog (left). He lists mountain biking and hiking as his hobbies.

James "Jim" Gordon 1961 - 1965

Nephew of Cogger Paul Dunn - became an engineer. (2026) James (Jim) Russell Gordon, 81, of Brooksville, Florida, died on March 30, 2026. He was born October 28, 1944, in Brooksville, Florida. Jim (right) is preceded in death by his parents, Clement Peter Gordon and Dorothy Dunn Gordon; his sister, Nancy Whitney Gordon; and his grandson, Sawyer Rhyne Gordon. As a young man, Jim was encouraged by his Uncle Paul Dunn to work on the Mount Washington Cog Railway in Fabyan, New Hampshire, during the summers of his high school years - an experience that inspired others to follow in his footsteps. He graduated from Chamberlain High School in Tampa, Florida, in the Class of 1963. He went on to earn a degree from the University of Georgia in 1968. Following college, Jim served in the Peace Corps and later enlisted in the United States Marine Corps, receiving an honorable discharge in 1975. During his college years, in the summer of 1967, Jim traveled for three months through Europe. He also drove the Alaska Highway - an adventure he often recalled with great fondness. Jim was deeply committed to community service. He served as past president of the Hernando County Chamber of Commerce, was a 50-year member of the Kiwanis Club of Brooksville, and was named to the Legion Roll of Honor. A devoted member of Stable Faith Cowboy Church, he cherished his church family. Before retirement Jim was a banker for SunTrust (SunBank) for 30 years. Survivors include his wife of 16 years, Terease Gordon; his three children, Russell Gordon (wife, Rose), Reppard Gordon (wife, Summer), and Tinsley Merrell (husband, Lucas); and his stepchildren, Jillian Clark and Chelsea Clark. He is also survived by his sister, Marilyn Nave (husband, Charlie), and his brother, David Gordon (wife, Linda). Jim leaves behind many grandchildren, nieces, nephews, and a host of loving relatives and friends. A Celebration of Life will be held on Friday, April 3, 2026, at Stable Faith Cowboy Church in Brooksville, Florida. Visitation will begin at 10:00am, with the service to follow at 11:00am.



- <https://www.dignitymemorial.com/obituaries/brooksville-fl/james-gordon-12809697>

Alphee W. Gosselin 1928

29-year old train crew from Newport, Vermont. / Alphee William Gosselin and his twin brother Alfa William were born on February 28, 1899, in Newport, Vermont, to 33-year old Rosiana Lafleur (b.1865 d.1939) and 36-year old Homer Joseph Gosselin (b.1862 d.1946). Alphee had 21 brothers and five sisters. 27-year old Alphee William Gosselin married Yvonne M Bernard (b.1903 d.1992) in Newport, Vermont, on October 25, 1926. They had three children during their marriage - two boys & a girl. He died on August 28, 1963 at the age of 64 in Sherbooke, Quebec and was buried in Saint Edwards Cemetery in Derby Line, Vermont. (1963) "A Solemn High Mass of Requiem was celebrated at St. Edward's Catholic Church in Derby Line at 11 a. m. Saturday, Aug. 31, for Alphee William Gosselin, 64, who passed suddenly at his home on 943 Worthington Street in Sherbrooke, Que. Celebrant was. Fr. Joseph H. Dussault; deacon, Rev. Fr. Paul E. Bouffard of Gilman; and sub-deacon, Rev. Fr. Michel St. Pierre of Newport. The many floral tributes and large gathering of friends and relatives at the Brien Funeral Chapel and at church attested to respect for Mr. Gosselin. Mr. Gosselin was born in Newport, Feb. 28, 1899, son of Omer and Roseanna LaFleur Gosselin. On Oct. 25, 1926 he was united in marriage to the former Yvonne Bernard of Sherbrooke, who survives him as well as a daughter and two sons. Mrs. Donnal (Rita) Maloney of Robert of Derby Line; Derbyso sevNewport; Andrew en grandchildren; three brothers, Wilfrid, Edward and Napoleon of Newport; one sister, Mrs. Mary Martel of Billerica, Mass., and many nieces and nephews. In 1915 he was employed by the Boston and Maine Railroad working in Maine, New Hampshire, Vermont and Massachusetts. In 1926 he was promoted to engineer and transferred to the Quebec Central Railway, working at various, points in the Province of the time of his death. He would have retired Feb. 28, 1964. He also owned and operated a farm in Derby for several years. Mr. Gosselin was a member of the Brotherhood of Locomotive Enginemen and Firemen Lodge 706, and the Engineer Lodge 694, and a past member of the Catholic Order of Foresters" Jitney Jr. would go to high school and college with his granddaughter, Darin Maloney.



Daily Express - Wed, Sep 11, 1963 pg 2

- Ancestry.com / Newspapers.com / GenealogyBank. com / Find-a-Grave.com / Newport (Vt)

Frederick G. Grace 1952-1953

Marshfield/Cog Railway Cabins - This may be the F. G. Grace of the 1952 Summit House crew back for a second summer? Needless to say, Jitney Jr.'s first attempt at tracking down Cogger Frederick Grace (Vol. 2A pg 371) raised more questions than it answered. However, combining "F.G. Grace" and "Frederick Grace" led to a Mexico, Maine connection and an obituary. (1981) "PORTLAND - Frederick G. Grace, 44, of East Rumford, died Friday, March 27, at Maine Medical Center. The son of Thomas

H. Grace Sr. and Yvonne Thibodeau Grace, he was born Oct. 3, 1936 in Tauton, Mass. He was a 1955 graduate of Mexico High School and was married in Rumford Oct. 26, 1957 to Orena Annette St. Pierre, who survives. He had been a first class millright at Boise Cascade Paper Group in Rumford for over 25 years. He was a member of Rumford Maine Lodge 862, B.P.O.E., and the 25 Year Club of Boise-Cascade Paper Group. Survivors other than his wife include his mother, Mrs. Yvonne Grace, East Rumford; a son Steven Grace of East Rumford; two daughters Catherine A. Grace of Kootenai, Idaho, and Mrs. William (Valerie) Burkett of Live Oak, Fla.; three brothers, Thomas H. Grace Jr. of Higgins Beach, Scarborough, Lawrence W Grace of Cornish, .N.H., and Richard J. of Rumford. Funeral arrangements were under the direction of Meader and Son, Inc., Rumford.” / Frederick Godfrey Grace was born on October 3, 1936, in Taunton Massachusetts to 27-year old Maine-native Marie Rosanna Yvonne Thibodeau (b.1909 d.1996), and 28-year old Canadian-born Thomas Henry Grace (b.1908 d.1980). He had one brother: Thomas Henry Jr (b.1933 d.2018). In 1940, the family was living at 17 Franklin Street in Rumford, Maine where Thomas Senior was working sixty hours a week as a manager of a retail dry goods store. Yvonne was taking care of the two boys. Her father 63-year old Joseph Thibodeau was living in the rental having moved there from North Stratford, New Hampshire. Ten years later, the Thibodeau’s were still in Rumford. Thomas Sr was still putting in sixty hours a wee as the operator of the Grace General Store. 16-year old Thomas Jr. and 13-year old Frederick now had a new brother: 3-year old Freeman L. (b.1947 d.). Fred’s 40-year old uncle, Freeman L. Grace was also living with the family. 15-year old worked at the Summit with two other Mexico High School students from Rumford - 17-year old Richard M. Bowden (Class of ’52) and 17-year old John D. Hosie. When Frederick Grace went down to the Base Station, he worked with Mexico High School students, 17-year old Gene Bordeau (Captain of the Football team) and 20-year old Walter F. “Mad Man” McKenna, who had started as a fireman for engineer Leo Boucher on the No. 3 Base Station in 1951. On October 26, 1957, Frederick G. Grace married Orena M. St. Pierre. (1957) “The St. Athanasjus Church was the scene of a pretty fall wedding, when Miss Orena Marie St. Pierre (left) became the bride of Frederick G. Grace, Oct. 26, at a nuptial Mass. The Rev. Robert E. Lee officiated at the double ring ceremony. The bride is the daughter Mrs. Maude Lee, Lisbon Falls, and Edward St. Pierre, Rumford. The bridegroom is the son of and Thomas H. Grace Sr., East Rumford. A reception: was held immediately following the wedding at the VFW Hall, with Armand Dumoulin catering.. Mrs. Grace was graduated from Stephens High School in the class of 1955 and is now employed as cashier at the W. T. Grant Company. Mr. Grace is graduate of Mexico High School, class of 1955 and is employed as a millwright at the Oxford Paper Company. On their wedding trip, they toured Nova Scotia, New Brunswick and the Maine Coast. The young couple are now making their home at 133 Franklin St.” (1959) “Frederick G Grace, 133 Franklin street. Rumford, a millwright. at the Oxford Paper company, has been named Jaycee chairman for the annual Christmas Shopping Tour for 100 Rumford youngsters, from the Rumford area. The youngsters, who might not otherwise be. able to buy gifts for Rumford, Mexico, Peru, Dixfield. Each will be given five silver dollars to purchase gifts: for each member of their families. The boys and girls will be taken tour, by JC members Saturday, December 12, and they assisted with the gift wrapping by. the Jaycee Wives at St. Athanasius cafeteria where they will have lunch while the gifts are being wrapped. They will be given gifts by the J C Wives. Santa will be on hand, also, according to an announcement Larry Robinson, director in charge.” (1963) “RUMFORD - Several driving violation cases were heard Monday (10/7), by Associate Judge John L. Batherson in Rumford Municipal Court. Frederick G. Grace of Rumford and Thomas W. Crosby of Rumford, charged with stop sign violations, were fined \$10 each.” (1965) “Baby Patrick Henry Grace, age three months, died unexpectedly at his home in East Rumford, July 3. He was born March 15, 1965, the son of Frederick G. and Orena A. St. Pierre Grace. Private services were held and the burial was at St. John’s Cemetery (right), at 10:30 a.m., July 6. Surviving are his parents, Mr. and Mrs. Frederick G. Grace, Rumford; maternal grandparents, Mrs. Maude Lee, San Francisco, Calif.; Edward St. Pierre, Andover; maternal great grandparents, Mr. and Mrs. Joseph Bennett, Newfoundland, Mrs. Joseph St.Pierre, Fort Kent; paternal great grandparents, Mr, and Mrs. Thomas H. Grace, Rumford; paternal great grandparents, Mr. and Mrs. Emond King, Quincy, Mass.; sisters, Miss Catherine Ann Grace, Mrs Valerina Marie Grace; and brother Michael Lec Grace all of Rumford.” (1980) “RUMFORD - Judge John Batherson found three persons guilty of operating a motor vehicle under the influence of intoxicating liquor at this week’s session of 11th District Court, Northern Oxford Division. Frederick G. Grace, 43, of Rumford, pleaded guilty to operating under the influence and was fined \$250.” (1981) “Rumford Police blotter: Saturday (1/10) Frederick G. Grace, 44, of East Rumford, driving under the influence.” Frederick Grace died on March 27, 1981, in Portland, Maine, when he was 44 years old.

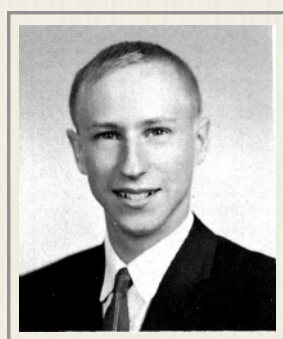


Frederick Grace (1957)
- Mexico High School



Mrs. Frederick G. Grace

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John Clark Hanna

1962 - 1964

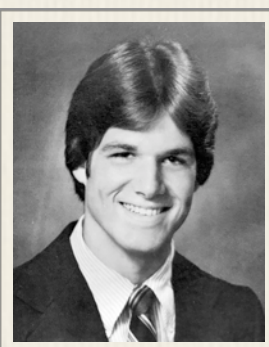
From Philadelphia, Penn Charter school graduate John C. Hanna started in Marshfield working on the counter for \$100 plus \$20 a month. He moved to trains in 1963 - Brakeman. (see Vol 2 A-I pg 614 for obit, etc) / John Clark Hanna (left) was born on June 21, 1944 in Philadelphia to lawyer W. Clark Hanna (b.1910

Han - Jan



d.1996) and debutante wife Anne Bissell (b. d.1996). He had a brother Robert J. (b. d.) and sister Sarah (b.1949 d.). John Hanna entered the William Penn Charter school in 1952, and graduated in 1962 along with fellow Cogger Owen Jansson. Hanna's statistics included: Honorable Mention, P.C. Science Fair, 1961; P.C. in Squash, 1 year - "The team finished second in the league and came within three matches of the crown. This year's team loses five men: Prickitt, Simpson, MacDonald, Hanna (left), and Silcox, so that next year may be a building season for Mr. Fredrickson's racquetmen; P.C. Second in Baseball, 2 years; Art Society, 1 year - "organized with two main purposes in mind. First, to encourage and foster the aesthetically minded student's appreciation for the great works of art; and second, to further artistic expression among its members."; Chorus, 3 years - "The Chorus opened its season with the annual Christmas Concert at Penn Charter before the usual packed house. The Spring Concert, which was presented on the evening of May 11, was also received with great enthusiasm."; Charter Singers, 2 years - "The Charter Singers opened their season in January before a capacity audience at Girls' High School in a concert with the Treble Clef Choir of that school. The annual trip to Chatham Hall, and the concert given in conjunction with the Springside

Glee Club on Palm Sunday afternoon, were both splendid performances."; Quakers Dozen, 1 year - "The seventeen-member Quakers Dozen had a most busy and successful season. A concert before the Philadelphia Rotary Club, at the Bellevue-Stratford Hotel, proved to be one of the high points of the season. The QD, as usual, was received with tremendous enthusiasm at both regular and special concerts throughout the season." His yearbook quote was from Emerson: "I think no virtue goes with sighs." John Hanna's favorite expression - "You're over."; He was usually found "Checking the lunch line"; Classmates said Hanna was known for "His temper"; Needs "Early lunch"; John's Pet Peeve - Winder's morning schedule; His ambition - Colgate; His Destiny - Pepsodent. The Class Prophecy by Charles Lee Tucker saw the entire class in the Sing Sing prison. "We won't be having a class reunion this year even though most of us are together; the warden doesn't like parties. John Hanna was checking off my bread and water in the prison lunch room the other day when someone thought that he saw Sir Laurence Olivier."



Peter Herrmann (1982)
- DanvilleHigh School

Peter J. Herrmann

1982

Herrmann called Danville, Vermont home when he worked helping keep coal in the bunker at the Cog Railway. Herrmann made \$3.35 an hour the summer after he graduated from Danville High School. Herrmann's yearbook bio went like this: ACTIVITIES: Physical Fitness; Skiing; Gym Show; Volleyball; Soccer - MEMORIES: Nicknames: Hermie, Pete/J; Rabie shots; My Bass Hound -- Nick; Going shopping; "that didn't hurt!"; moving to VT; Herrmann's Hollow; Tigers & Lions & Elephants; Rock fights; slave quarters; Log cabin; Dirt Mtn.; Frog Pond; Mini Trail; Beaver ponds; Maple Tree; "We'll be over in the Rover"; oatmeal; the Iron Fist; "Saturday is a working day!"; Firewood; Garden; Lawn, etc.; Kiwanas Pool; Ricker's Pond; C.M. Camp; Maine - Bridget & Becky; Cape Cod; Boston; New York; Quebec City; Wash., D.C.; Hitchhiking; KAPPA DELTA PHI w/Fritz; Midnight Birthday Party at CSC; Chris, Amtrak on X-mas morning; Steve's "apartment"; LSC Party w /Reg & Steve; Hitching to Burlington w /best friend Reg; All-state try-outs; torn pants; thank God for Fr. Holland!; Rollathon; Winter carnivals; gym shows -Tableux,

QP: Hayrides; retreats; the Folk Group; My Fender guitar; Wedgewood: Uncle Don!; Ellsworth; Luke; STOLP; Paul; John; Grace; Anne; Plymouth; Satellite; Chaparral; Triumph; Honda; & McDonalds' grease pit; "Crank it right up there Chuck!"; 5 months w/ Ann; Senior Soccer; Hour Showers with snuff. (To Mom and Dad) "Eight is too much, but you're doing a fine job." His parents would make an offer to Ellen Teague to purchase the Cog railroad in September 1982, but the Cog would be purchased by the Rolli-Ness-Bedor-Presby group from Littleton, N.H.

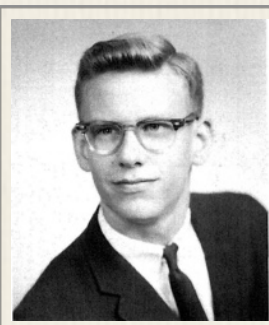
- Railway Corp / Bencosky-Desjardins files / See Appendix - Another Offer

Jim Hirsch

1876

Boston, Concord & Montreal trainman who brought tourists to the Base. / Warren News editor Charles Ed. Caswell: "Here follows in succession two letters, neither of which were written by railroad men but are quite interesting nevertheless. Writer of the Concord letter (Donald Rich) was evidently a lad thirty or more years ago (1880-ish) who attended Littleton high school in those pioneer days from up north, going to and from Littleton by train. Forty-five, six and seven years ago scholars from Whitefield, Lancaster and other stations attended Littleton high school. Who were more interested in railroad men than the boys and girls of those days? On the Mt. Washington branch there was Ed Judkins, John Horne, the Randalls, Jim Hirsch, and Sam Butterfield. "Johnny" Marsh was engineer on the Mt. Washington." sig. DONALD RICH - Care Economy Drug Co., 3 Pleasant St., Extension, Concord, N. H."

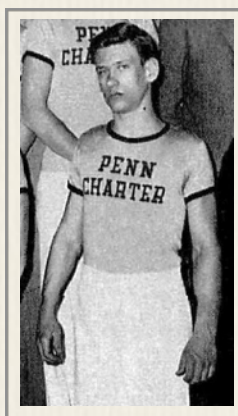
- Boston, Concord & Montreal - Story of the Building and Early Days of this Road by C.E. Caswell (1919) pg. 19 /



Owen Jansson

1962 - 1964

Jansson (left) joined fellow William Penn Charter graduate John C. Hanna on the Cog payroll in 1962 and drove the stake truck (see Vol 2 J-Z pg. 11 for the first part of his bio) Entered William Penn Charter in 1954 where his father was the school's business manager and a member of the history department. Nicknamed "Yans" by his peers, Owen Jansson received Honors in Scholarship, 4 years; P.C. in Gym, 1 year - "One of the fastest growing sports at Penn Charter is gymnastics. In less than ten years, the team has grown from a few enthusiastic members, to a well-rounded group of 12 boys, which has reached its peak this year. After a heartbreaking 20 point loss to Dobbins, the "Charter Apes" swing back for 200 point victories over Northeast, Central,



and Edison. Congratulations to a winning team and good luck for the future.”; P.C. Second in Soccer, 2 years; History Club, 1 year - The Club “progressed into its third year, this year under the capable hand of Mr. George B. Weigand, the faculty adviser. At the monthly evening meetings, lectures, discussions, and debates help to fulfill the purpose of the club, which is to study societies of the past in order better to understand life in the present.”; Buck Hill Falls Conference, 2 years; Germantown Schools Community Council, 4 years. He was on the staff of the Class Record yearbook. Owen Jansson’s yearbook quote came from Shakespeare: “He was a scholar, and a ripe and good one.” JANSSEN: Favorite Expression-”Yeahhh...”; Usually Found -With Hasse; Known For - Pipe (*right*); Needs - Hasse’s build; Pet Peeve - Study halls; Ambition - Flyaway off the rings (*left*); Destiny - Double head-bounce. Class prophecy by Charles Lee Tucker (the supposed) Editor of the *Sing-Sing Sentinel* wrote “Owen Jansson never came back from a weekend work



Like father, like son.

camp.”

Walter M. King

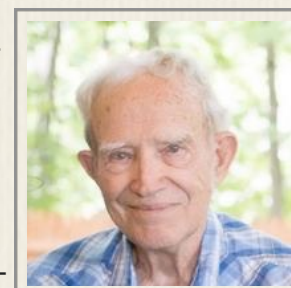
1970 - 1989

NH Railroad Inspector - Jitney Jr posted Walter King’s obit in the *Mt Washington Cog Railway: We Worked There* FB site with this note: “He wasn’t a Cogger, but he was a key state monitor of Cog operations in the time following the 1967 accident. I got to know him through the *Jitney Years* research. His reports gave this Cog kid a better idea of how state regulators walked a political tight-rope to keep the railroad operating with maximum safety for its riders. Walter King died this past Saturday. I thought many in the Cog family would like to know. (2026) “Walter Wheeler King, 92, passed peacefully on January 17, 2026, with family at his side, in Hanover, NH. Walter was born in Plainfield, NH on November 20, 1933, to Clarence W. King and Flora B. Rogers King. He was the sixth of eight children; he was predeceased by Steven, Everett, Helen, Flora, Fred, and Warren. The King family dairy at the Black Hill 4 Corners Farm ran until 1965 and he was the last son to run the farm. He attended Plainfield Plain Elementary School through eighth grade and then attended West Lebanon High School, graduating in 1952. Walter was involved in 4-H and



Walter King (white hat) with George “Crew” Walton (1983)
- John Rolli photo

Future Farmers of America during his school years. He was an active member of the West Lebanon Alumni Association for many years following graduation. Walter married Jeannette Langley in 1955 and is survived by their three children, Maureen King and husband Marc Feldman, Sonya Campbell and husband Michael Campbell, and Glenn King and wife Anne Downey; grandchildren, Larissa Pyer, Spencer Lemay, Abraham Feldman, Katharine Feldman, Bryce Campbell, Guinevere Downey, Adelaide Downey, and Eleanor Downey; and six great-grandchildren. He is survived by his sister, Doris Mae King Holbrook (age 100), and numerous nieces, nephews, and cousins. After the sale of the family farm in 1965, Walter worked for Split Ball Bearing. He took courses in drafting at Lebanon College. In 1970, he began work as a transportation inspector for the Public Utilities Commission of the State of New Hampshire. He became the state’s only railroad inspector which entailed summer trips up the Cog Railway (with one child “assisting” on each trip) along with inspecting other rail lines in NH. In 1986, he transferred to the Department of Transportation and retired in 1993. Walter was raised a Master Mason in 1965, along with his father in Cheshire Lodge No. 23 in Cornish Flat, and affiliated as a dual member with Social Summit Lodge No. 50 in Canaan in 1976. He served as Master in 1982, 1983, 1986, 1989, and 1992. He joined the Scottish Rite bodies in 1972 in the Valley of Concord and the NH Consistory. While living in Canaan from 1967 to 1982, Walter served six years as town selectman. He served on other town committees and as Moderator for School and Town Meetings. He was also active as a 4-H and Cub Scout leader. Walter moved to Concord in 1982. In 1986, Walter began operating an existing campground in Barrington, NH, and stayed on until 2002 to assist the owners, while making Ayers Lake his summer home. He married Pearl Yeaton Gazaway on October 4, 1993, in Concord. Her children, grandchildren and great-grandchildren were close by and visited often. Pearl and Walter began wintering in Florida, purchased a home there, and by 2002 were spending most of the year there. Walter was active in the local “New Hampshire Club”, serving as President and enjoying the company of other transplanted New Hampshire residents. They moved back to Concord in 2024 and Pearl passed away in August 2025 after a brief battle with cancer. In addition to renovating and building several family homes, Walter always kept busy fixing things, building clocks and small furniture, and tracing the family genealogy. He had amassed quite a lot of information about the King and Rogers families. Walter planted large vegetable gardens wherever he lived and taught his children how to care for plants. In Florida, he became a rose gardener with many types of roses growing around his property. He made root beer and a summer wasn’t quite complete without an exploding bottle of fermented root beer jostled in the trunk of a car on its way to a summer cookout. Walter was an avid square dancer, and started calling square dances in high school. He continued calling for about 15 years. He had a large record collection of country music and his car radio was always tuned to a country music station. He played guitar. He encouraged his children to participate in music at school and church. Walter enjoyed playing cribbage, poker, rummy, checkers, and Mexican train dominoes, and taught most of the grandchildren. He enjoyed beating them but was always



Walter W. King (2026)
- King Family photo

Kin

pleased when they started winning. The family extends grateful appreciation to the caring staff at Concord Hospital, Hanover Terrace, and Bayada Hospice who helped care for Walter during his last months. In lieu of flowers, please share a bouquet of his favorite roses with a friend in need, or make a monetary donation to Friends of Mascoma Foundation

<https://friendsofmascoma.org/donate> or to the Grand Lodge of NH Masonic Charity Fund

<https://www.nhgrandlodge.org/product/nh-masonic-charity-fund-donation/>. Calling hours and services will be hosted by Ricker Funeral Home, 56 School Street, Lebanon, NH, on Wednesday, January 28, 2026, beginning at 11 AM, with a celebration of life service and a Masonic service beginning at noon. Interment will be held privately in the spring. To leave a message of remembrance or condolence, please visit the online guestbook at www.rickerfuneralhome.com.

David Huber: “He definitely had a soft spot for the Cog. I met him a couple of times while working on the track crew. I was always impressed when he would walk the tracks to the summit.” **Kevin McKinney:** “Walter had such an interesting and active life. Beautifully written obituary.” **Charley Kenison:** “He was very helpful and I got to be friends with him that lasted for years after our cog time. Definitely one of the best reasons that the Cog stayed open.” **Art Poltrack:** “He led quite a full life. I remember him walking the tracks frequently.” **Dave Moody:** “I walked the tracks for inspections many times with Walter. He was a fair man when it came to the DOT regulations and knew there was only so much the track crew could get done in any given year. RIP Walter” **Fanny (Teague) Blaggie:** “He was a true friend to the cog RR. Prayers to the family.”



Newspapers / Magazines

This is a list of Cog-related newspaper & magazine stories from the years covered in *Vol 3 Timelines* through 2024 discovered after their 2025 finalization and publication as PDFs.

July 9th, 1869

Train Running Regularly: “The trains on the Mt. Washington Summit Railway now run regularly, leaving the summit every day at 1 and 4 o’clock P. M. There is hardly a person who before seeing the railway, has not decided not to ride upon it; yet after seeing it in operation there is scarcely any one that hesitates to take a ride upon it. Its efficiency and safety have been thoroughly tested in the three years that the road has been in process of construction; for all the timber and iron used in building it after the first quarter of a mile, have been transported over that portion on which the track was laid - thus affording a much severer test of the security of the track and strength of the machinery than any load of passengers would. Not the slightest accident occurred. The passenger car will seat thirty persons.” - *Portland (ME) Daily Eastern Argus - Fri, Jul 9, 1869 pg. 2*

February 20th, 1874

Two Ladies on the Summit: “[Interesting letter from one of the Ladies] Jefferson, Feb 20, 1874 - Years ago Rev. T. Staff King portrayed in glowing and eloquent language, the beauties and wonders of the then little known White Mountains, then called, generally, the “White Hills” of New Hampshire. It was my lot to be born, and to spend a portion of my childhood there. Of humble parentage, the names of my parents were Ethan and Lucy Crawford. He was the well known Pioneer of the Mountains. In childhood I often wondered at their frowning battlements, their vast solitude, and cloud capped peaks, and the musical meandering streams that emerge therefrom. The early visitors at the mountains all came to our cabin, the latch string of which was always out, and sought the counsel and guidance, in all their undertakings, of my father who was then the guide, hunter and trapper of the beautiful Ammonoosuck valley. The place now known as the Fabyan House, was the site of our cabin; and, as it was the playground of my sunny childhood hours, its wild, rugged associations have ever clung to me; and I have visited them since those days with my brother and sister and others; been to the summit, on foot and back the same day, in the old bridle path made by my father. As both my parents are buried here, in the scenes of their early labors, there are additional charms and associations that still tempt me here to mingle a tear with the dust beneath which sleep their honored ashes. With this preface, I will state, that I came here, where I have two brothers and a sister, and several kindred living, about the middle of February to visit them, talk over old times and scenes, and to again revisit as I have said the last resting place of my parents.

After spending a few days in Lancaster and vicinity, I went to Jefferson, which is one of the finest summer resorts about the mountains, and the most sought after by city boarders, for its charming landscapes, beautiful valleys, meandering streams. With a brother, sister, and nephew, I started for a sleigh ride of twenty miles over Cherry mountain, famed for its miles of unbroken wilderness, the home of the deer, the wolf, the lynx, the bear, the fox, the otter, and whose streams were alive with the speckled beauties that often used to grace our table. A ride of less than four hours brought us to what was, and still is known, as the old White Mountain House, and near which are the beautiful, smooth, shelving rocks of the wild Ammonoosuck, forming one of the finest cascades about the mountains. Here is the sacred spot where my father died, and how the memories of other days come back upon me in these scenes! We next passed the new hotel erected last summer, now known as the Fabyan Place. Here we turned our horses into a turnpike road, leading to the base of the mountain where we arrived a little before noon, at the camp of a brother, Ethan Crawford, who was lumbering for Walter Aiken of Franklin. We partook of the hospitalities of his mansion in his absence; equipped ourselves each with a staff, and enjoining upon the lady in charge, as we left the camp, not to worry about us, if they did not see us that night, we set our feet upon the trestle work of the elevated railway, - and began the steep and toilsome ascent, each of us having an assistant ahead, who had a strap around his waist to which we clung. The cross ties of this road are about three feet apart, and a short time on this course fully convinced that we had warm work before us, but we very often stepped for breathing space, and to enjoy the view, occasionally to laugh at the ludicrous appearance we must make. So struggled with fun, and sweat and wonder upwards two miles (*Skyline*); and here we halted, and drank inspiration and strength from sublime views of nature’s vast works in all her empire. Clouds were hovering above us, below, one clear, bright, grand expanse, dotted with spots of snowy white hills, valleys, mountains in one vast panorama, in one unbroken view to the far distant horizon. Patches of ice and frost-work sparkled in the sun’s rays like huge diamonds. We felt a serious change in the atmosphere come upon us while in this enraptured gaze. A frosty air pinched our cheeks. The wind commenced blowing, and we could stop only too short a time to feast our eyes on a sight the transcendent beauty and sublimity of which, no mortal can know without seeing. Again we started, and soon entered the region of light clouds, the colder, frosty air admonishing us to push along and gain the summit as soon as possible, our guides seeming proof against fatigue. Icicles were suspended from whiskers and noses, eye brows and lashes white with frost. When in sight of the White House (*Signal Station*), and within a few rods of it, my nephew broke from the troop, rushed upward and into the castle of the clouds; and, when out of breath, he told the inmates that two ladies were coming. “Oh, heav-

ens!” they exclaimed, and instantly came to our relief, the wind blowing fifty miles an hour, and 8 degrees below zero; covering our heads, they led us in, and applied, cold water to our frost bitten faces, when the frost was removed we sat down to the comfort of two coal fires which are kept running night and day. An ample repast was at once provided by Sergeant Alfred Thornett, William Line, and Fred De Busher, the worthy gentlemen of the signal corps stationed here. The evening passed in pleasant and interesting conversation. These gentlemen have two dumb companions, a partly-colored good natured dog, who they hope to educate as a mail carrier, and a semi-tailless and earless cat. Mr. dog was domestic, staid at home nights, and kept his ears and tail; Miss Pussy, misled by her follow, went taking observations one night, and lost the most comely part of her “make-up,” and there she is for life. Observations are taken five times a day, and the reports transmitted to the signal bureau at Washington, and recorded at both places.

At ten o'clock we retired, slept soundly, and rose at six in the morning, with but little feeling of fatigue. At seven a sumptuous breakfast was partaken of, with a relish by all. The morning was clear, and the view indescribably grand, the ocean at Portland being visible to the naked eye. Gathering p exhilaration and vigor from these magnificent, never-to-be-forgotten scenes, we bound or costumes about us, blessed those who had so kindly and hospitably entertained up, and turned our faces downward, proud of the believe that were the pioneer lades to the summit of Mt. Washington, in winter season, and trust we may be pardoned in making it known. We were about two hours and half coming down, on a hard crust, using our boot heels for a “hoot hold and brake,” and leaning on our escorts. To use the trestle work in our descent, was out of the question. Al the trees and shrubs were covered with a thick coat of crystalized frost. In many places, we walked upon their tops, and called it walking upon trees. At five o'clock, we were at our starting place in Jefferson, with no bruises or gashes, in the best spirits, and ready for the substantial, country repast provided for us. Our party was all Crawford as follows: Mrs. O. E. Freeman, Lancaster, N.H., Mrs. C. A. Durgin, East Andover, N.H., William H. Crawford, Jefferson, N.H., Ethan Crawford Jr., Jefferson, N.H. Hoping this imperfect sketch may be of interest to the many thousand readers of the *Journal*. I remain yours truly, Mrs. C. A. D. (aka Lucy Crawford)”

- MS-626 Crawford, Lucy - Scrapbook - Clippings, 1876 /

June 29th, 1895

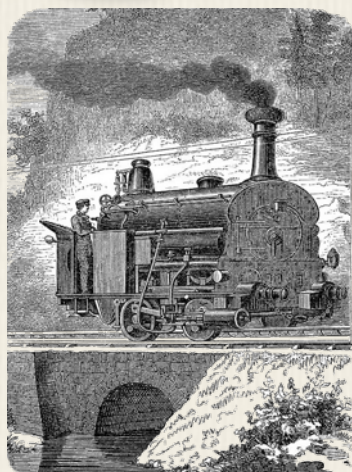
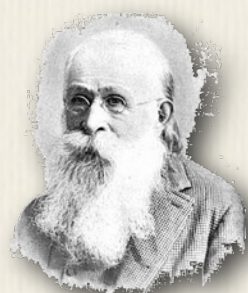
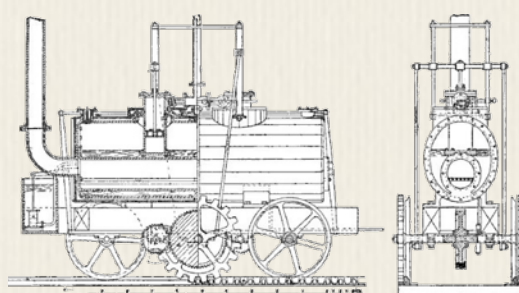
After the Fire: “The destruction of the terminal buildings and rolling stock of the Mt. Washington Railway just before the opening of the season will not, as was predicted a week ago, put travelers to the inconvenience of climbing on foot to the summit of this celebrated mountain. Two locomotives are in working condition and when extra trains are needed other engines will probably be ready to push cars to the clouds. The debris has not been cleared away; the locomotives, twisted out of shape by the fire, lie scattered at the base of the mountain, and blackened timbers, piping, pumping machinery and boilers are spread over the ground. But the track is in good condi-

tion. The flames were

confined to the terminal ties and trestles to the peak, as was re-time will be required for restoring the prop-it is not probable that the regular trips will ning break down. The chance of trouble the damages to the motive power will be demand for transportation exceeds the ca-difficulty of securing locomotives at short

ington Railway is unlike

standard engines of other companies cannot run 10 feet on this road extraordinary grades. Everyone possibly does not know that this is the first successful mountain railway, and that its inventor is Sylvester Marsh of Littleton. Marsh, however, was not the first to apply the rack rail principle. (*Richard*) Trevithick (*left*), the builder of the first locomotive that ever pulled a train of loaded cars. (His) engine being light, the traction power was small, and instead of providing greater engine weight and stronger rails, he recommended additional means of propulsion, and nothing practical was developed until 1811, seven ears after the appearance of Trevithick's locomotive, when (*John*) Blenkinsop (*right*) obtained an England patent (*below*) for a rack laid on a railway and a corresponding driving pinion on the locomotive. This was adopted on a road between Leeds and the Middleton coal pits, and was used for hauling coal 20 years afterward, the engine working on a grade of seven percent. This appears to be the first application of the pinion and rack for hauling loads over heavy grades by locomotive power. But racks were not popular, and when steep gradients were unavoidable cars were moved by ropes and stationary engines. The first attempt to adapt the rack and pinion to the requirements of a regular railway line was made in this country in 1847 on the Madison & Indianapolis Railroad. The grade was six percent... Besides the regular adhesion devices, the locomotive had an independent steam engine for driving the pinion mechanism. Both adhesion and pinion worked simultaneously and assisted each other. The expense of repairing the cast iron rack, which was continually breaking, led to the substitution of rope traction, and finally this was abandoned. At this time George Escol Sellers (*left*) of Cincinnati developed a plan for working inclines by laying a smooth centre rail and equipping the regular locomotive with a pair of



1941 - 1946

horizontal friction rollers pressing against the rail. A special set of cylinders operated the rollers. A working model was exhibited in Cincinnati and New York in 1848, and the first engines built for the Panama Railway were provided with the Sellers attachment, which were not used, as more favorable grades were found before the locomotives were delivered on the isthmus. The Sellers system was used by (John Barraclough) Fell (right) in 1867 on the railway across Mount Cenis (left) and remained in operation until the completion of the tunnel. The maximum grade was 8 percent. This was the last practical application of the smooth centre rail which depended on adhesion for tractive power.

This summary of contrivances for inclined roads shows that Marsh, though not the originator of the rack rail, was the first to make a successful use of it on grades which never had been suggested for locomotive work. The great improvement over Blenkinsop's plan was in the rack. Cast iron having a low limit of strength was abandoned, and wrought iron was used for the first time. The rack took the shape of a ladder; the sides were formed by angle irons and the rounds were the teeth or cog, which were of round iron. The first sections were hardly laid on Mt. Washington before Swiss engineers began to investigate the merits of this mountain road. Anxious to secure the international traffic crossing the mountain ranges, the Swiss had built costly roads for freight wagons and coaches, and Fell, as stated, built an adhesion road during the drilling of the Mount Cenis tunnel. A report of Marsh's road in the White Mountains led the Swiss to adopt the rack and pinion, and a wrought-iron rail was laid on the Rigi. The road, which was opened in 1871, is a modification of the Mt. Washington railway. The Rigi grade is more favorable than that on Mt. Washington, the former (Rigi) being 25 and the latter (Washington) nearly 40 per cent. Marsh therefore, has the credit of teaching European engineers how to run locomotives over mountains. The average visitor... will be pretty certain to ride on the Mt. Washington Railway. It is an experience that will remain fresh in the memory. When the temperature at the Fabyan House... is 70 degrees, the weather at the summit... may be that of winter. The climate at the upper end of the railway is, in fact, that of central Greenland. The passenger who fans himself at the beginning of the ride will find an overcoat comfortable at the end. The view on a clear day is unlike any other to be had in the country. But the probability is that the visitor will have brief glimpses of lofty peaks and ravines... through mist and cloud. The sun may be shining at the base while the summit is enveloped in clouds. A party which recently ascended was gold by the carpenter repairing the hotel that they had only 20 minutes of clear weather in three days. The plainness of the building has been relieved by towers, dormers and circular piazzas... the intention is to convert it into a house of the first grade, instead of using it as an annex of the other hotels. The American Society of Civil Engineers, which spent part of the week at Fabyans and Crawfords, were given a special Pullman train by President Tuttle and Chief Engineer Bissell of the Boston & Maine, who convinced the society that there was great railroad system in northern New England which had not been absorbed by the New York New Haven & Hartford. Chief Engineer Bissell accompanied the 400 guests of the Boston & Maine to the mountains. Fabyans, N.H., June 29"

- Providence (RI) Sunday Journal - Sun, Jun 30, 1895 pg. 7



Marshfield, base station of the Mt. Washington Cog Railway

HAROLD ORNE

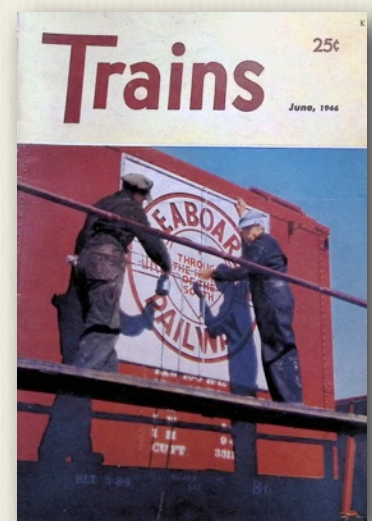
August 1941

A Troubadour Tale: "Ever since 1869 this famous, and unique, railway has been carrying passengers safely to the top of Mt. Washington, highest mountain peak in the northeast. The middle or third rail is a pinioned rack into which the cog drive wheel meshes under the engine. The track is laid on a trestle which at Jacob's Ladder is twenty feet high; at this point the grade is nearly 37% while the average grade is 25%. During the trip of a little more than an hour the train travels three and a half miles and ascends 3,700 feet. On July 10 of this year Col. Henry N. Teague, President of the Mt. Washington Cog Railway, announced the successful completion of an engineering feat which permits turn-outs on the steep mountain side, heretofore impossible because of the construction of the cog rail which protects the tiny train during ascent and descent. Col. Teague also announced that time-tables will be abol-

ished and that hereafter a train will leave Marshfield Station at the Base "every time the clock strikes." Under the Presidency of Col. Teague constant improvements have been made to the property and the rolling stock. Not one of the engines has a working part over three years old; capacity of cars has been enlarged from 40 to 50 passengers; a beautiful station of log construction has been built at the Base and this year a parking space has been completed at a cost of \$15,000. When P. T. Barnum first stood on the summit of Mt. Washington and viewed the panorama of 130-mile radius embracing half of New England and glimpses of New York and Canada he exclaimed, "This is the second greatest show on earth." But the sage Col. Teague insists that P. T. Barnum was only kidding so as to get in a good plug for his own show; and the writer, having seen both "shows," is inclined to side with the Colonel."

June 1946

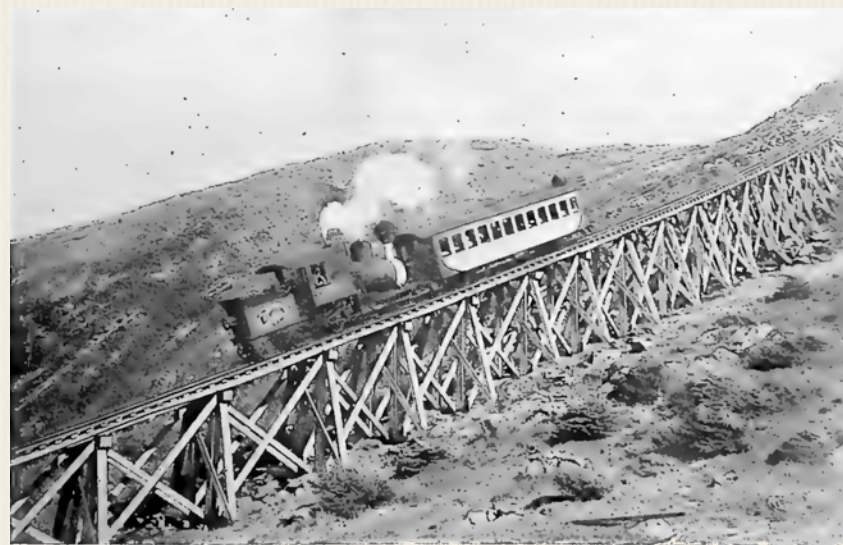
Railway to the Clouds: "The angels didn't operate the "Railway to the Clouds" but they surely must have kept close watch over it, for the Mount Washington Railway can boast that no passenger was ever killed or injured while riding the cushions to the summit of New Hampshire's loftiest peak. Oddly enough the safest, slowest railway ever built also operated the fastest and most danger-



ous newspaper delivery service in the world! More will be told of this later. Railroading at 6293 feet above sea level may be an old story to Rocky Mountain hoppers but many a tourist has left the base station of the Mount Washington Railway on a day apparently made to order for sightseeing, only to find his train actually chugging and clanking its way through a low-lying cumulus curtain which effectively blocked the 130-mile view he came to enjoy. Conversely, visitors to the summit are frequently amazed to find several of New Hampshire's higher mountains sticking their tops above the clouds, and what looked like a foggy day at the base turns out to be sunny and bright after a mere train ride of something like three miles. Either way the weather doesn't bother Mount Washington hoppers as there are no grade crossings, junctions, passing sidings or signals to worry about. And either-way the trip is always worth while for the passengers as many interesting varieties of flora and fauna, otherwise found only within the arctic regions are visible along the right of way.

When Sylvester Marsh, a Littleton, N. H., inventor, conceived the world's first and steepest mountain-climbing cog railway he found the public skeptical of his brain child and extremely wary about advancing him the necessary funds. It is said that the staid gentlemen of the legislature waggishly voted him a franchise to the moon, but Marsh silenced his hecklers by quickly by conducting a successful public demonstration of cog railroading over a half-mile test track on August 29, 1866. The gradient on this test section was even more than the 25 per cent average grade planned for the road itself. Financially aided by several railroad companies, Marsh completed the cog railway in a little over three years - in July, 1869, to be exact. Three years to lay three miles of track isn't exactly a record but one must remember that, with the exception of the first quarter mile, the track was not laid on the usual cinder or stone ballast but was supported by a continuous timber trestle varying in height from two feet above ground level most of the way to some 20 feet on "Jacob's Ladder," at which point the ruling grade was 36.6 per cent. In addition to this the track gangs had three rails to lay instead of the usual two, for between the running rails was the "cograil" or "Rack" to which Marsh's mountain-climbing railway owed its success. This cograil consisted of two parallel lengths of angle iron spaced about 3½ inches apart and connected to each other every 2½ inches with sturdy pieces of round steel bar, thus forming a rack into which the gears beneath the locomotives meshed securely. As the gears were independently connected to the cylinders it was possible to diver the locomotive up the steepest grade even though the drivers themselves were spinning on slipper rail.

Old Peppersass, the original Mount Washington locomotive, had an upright boiler somewhat like the Baltimore & Ohio's Atlantic but the similarity ended there, because builders, Aiken (*Ed note: Walter Aiken did not build Peppersass but did the next four engines*) Campbell and Whittier hung the boiler from a pivot arrangement which permitted it to remain vertical regardless of variations in the track grade. On top of that the old girl made a noise like no other engine in the world. It was this noise, the constant, monotonous clatter-clatter of the ratchet, which gave the Mount Washington its 100 per cent safety record, for these gears engaged the rack of the center rail, thus making it possible to hold a train motionless at any point regardless of slippery track conditions and independent of the other braking systems. While later engines substituted a horizontal boiler, raised slightly at the firebox end so as to remain approximately level on the steep grade, the rack and pinion has survived. In actual operation the locomotive pushed one single-truck car at a time to the summit, the trip taking about 75 minutes. Starting at the base station, the train made a stop for passengers at Marsh-Field (said to be the smallest ticket office in the world) then continued to Coldspring Hill, where an operating stop was made. Soon after crossing Jacob's Ladder timber line was passed and a variety of interesting arctic flowers were apparent. After a second stop at Gulf Tank the train chugged by the Lizzie Bourne monument, a rough stone cairn, and finally arrived at the summit. The return trip, during which the locomotive backed slowly down in front of the car, took only minutes less than the ascent. Car and locomotive were never coupled, the idea being that the car could be stopped independently should there be any locomotive brake failure. For many years a small newspaper containing the names of visitors to the summit and other scintillating chatter was published on Mount Washington and delivered daily to the hotels at the base. It was this paper, *Among the Clouds*, which frequently provided employees of the cogroad the opportunity for a more rapid descent of the mountain than usual. This was done by the use of "slideboards" or "shingles," toboggan-like gadgets about a yard long and 12 inches wide. These shingles fitted over the cograil and slid down at roller-coaster speed, controlled only by friction brakes which the rider gripped (no doubt tightly!) in a manner similar to handholds on a regulation toboggan. In order to deliver *Among the Clouds* to the base station in time to be perused over breakfast coffee the paper was frequently carried down the mountain by slideboard at 60 miles an hour. The all-time record made by Patrick Camden was two minutes and 45 seconds for the three mile run. The use of the slideboard was finally banned after sev-



Trains, June 1946



2014 - 2018

eral employees were seriously injured and another killed while “running extra.” Slide-boarding also caused the tragic death of two 19-year-old schoolboys who attempted a roller-coaster descent of the mountain on a shingle made of old ties roped together. The impromptu device ran wild and jumped the track on Jacob’s Ladder, plunging to the rocks below. In 1904 *Old Peppersass* disappeared from view and was generally forgotten. Nearly 25 years later she was “discovered” in the B&O station at Baltimore by Guy Roberts, an amateur historian of Whitefield, N. H. On July 20, 1929, a gay homecoming complete with bunting and speeches was arranged, and B&M President George Hannaur formally presented the 63-year-old engine to the State of New Hampshire, represented by Governor Tobey. At the conclusion of the ceremonies *Old Peppersass*, fortunately running light, again clanked and puffed her way to the summit. The faithful old gal made her run to the top as smoothly as ever but had barely started her return trip down the mountain when something threw her out of mesh with the cograil and she began to pick up speed. The crew tried unsuccessfully to stop *Peppersass* by using the hand brakes but were forced to jump, leaving the historic locomotive to run wild down the steep grade, carrying with her Daniel Rossiter, a photographer who was killed. Why Rossiter failed to join the birds with the members of the crew is unknown. When he did jump from the tender the runaway was already on the 325 foot long Jacob’s Ladder and ready to leave the rails herself. *Peppersass* was hauled from Burt’s Ravine (named for the founder of *Among the Clouds*) nine days after the accident, completely rebuilt and returned to the B&O. During the war service was suspended but the railway is again in operation this year. Motorists from all parts of the country are converging on the base station for a restful journey up New England’s most unique railroad.”

- TRAINS magazine -

June 1946 pg.28-31

September 9th, 2014

LEGO Proposal: “BRETTON WOODS — While many people love the Mount Washington Cog Railway, 10,000 of them have to show their support online before its historic *Peppersass* and *Moosilauke* engines can be considered for commemoration in a Lego building set. Recently, Mark Carbonneau submitted a design and suggestion to Lego Ideas that Lego produce a Cog Railway set in time for the Cog’s 150th anniversary in 2016. Carbonneau, who has several designs pending on the Lego Ideas website and who on his *LinkedIn* page is identified as a senior quality assurance manager for an Orlando, Fla., computer games company, was unavailable on Tuesday, but he explained on Lego Ideas that his concept was created to celebrate the construction of the *Peppersass* engine by Sylvester Marsh in 1866. He added that the set would also recognize “a significant engineering feat (sic), and is a stylish train to include in any Lego train enthusiast’s collection.” The *Peppersass* engine is currently on display at the Cog’s Marshfield Station while the *Moosilauke* engine, along with a passenger car, is ensconced in a tourist rest area at the intersection of New Hampshire routes 3 and 302 in the Village of Twin Mountain. Now that he has submitted a suggestion to Lego Ideas, Carbonneau needs to receive 10,000 approvals at <https://ideas.lego.com/projects/77539> within a year for his idea to move forward. As of Monday, the suggestion had 326 supporters with 360 days left to garner the remaining 9,674 approvals. Once a Lego Ideas suggestion obtains 10,000 approvals, the project gets a “Lego Review” wherein, according to the company, “A review board of set designers and marketing representatives evaluates projects according to our review criteria and hand-picks projects to become new Lego Ideas sets. We can’t make everything, but every project in review gets a fair shot.” Projects selected in the Lego Review go into production, said Lego, which is based in Billund, Denmark, but which has offices throughout the world, including in Enfield, Conn. Lego sells products in 130 countries and a prospective Cog Railway set would feature Carbonneau in the set materials, recognize him as the creator and would generate for him a royalty on sales.

- Manchester (NH) Union Leader - Sep 9, 2014



April 10th, 2018

New Bridge / New Season: “BRETTON WOODS — The Mount Washington Cog Railway, the world’s first mountain-climbing cog railway, will open for its 149th season on Saturday, April 21st. Trains will run to and from the top of New England’s highest summit every weekend until May 5th, when they will run daily. In the fall of 2017, the railway ended its season prematurely when a flood damaged the trestle bridge crossing the Ammonoosuc River. The historic railway, now the only operating cog railway in the US, is often listed in guides as a must-do adventure for visitors to New England. It has only been closed from storm damage once before, when winds from the Hurricane of 1938 badly damaged Jacob’s Ladder. A replacement bridge was ordered on December 15th, 2017 and installation was completed on March 6th. The bridge, sporting faux trusses, was designed and built off-site by Big R Bridge, based out of Greeley, Colorado. It was delivered by truck and set in place by Cote Crane of Auburn, ME. It took 3 and ½ days to assemble and

install the bridge after it was delivered. The steel bridge spans 107 feet and adheres to all A.R.E.M.A (American Engineering and Railway Maintenance-Of-Way Association) standards, and is an upgrade over the previous structure. This season, the Cog will be host to several annual events such as the NH Handcrafted Festival on July 14th and 15th. The festival features fine Granite-state products produced by New Hampshire artisans. On Saturday, August 18, The Cog will host its annual 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.) Starting Memorial Day Weekend, the Cog will be firing up its vintage steam trains. The railway will be running a steam

engine as the first train up the mountain throughout most of the season and an additional afternoon steam trip in July and August. Every day throughout the season, riders can save \$15 off a ticket on the last train of the day. The details on the train schedule, special offerings and discounts can be found online. Advance ticket purchase is strongly recommended as trips can sell out. Tickets for Cog Railway excursions can be purchased online at www.TheCog.com or by phone at 603.278.5404. The Cog offers round-trip tickets as well as one-way options up or down for hikers. Also available and popular with hikers, is a Cogger Pass, offering unlimited biodiesel train trips throughout the season. The pass also includes a ride in the engine cab. The Cog is located on Base Station Road, Mount Washington, NH just 6 miles off route 302 near Historic Bretton Woods. For more information and the daily train schedule, visit thecog.com.

<https://indepthnh.org/2018/04/10/mount-washington-cog-railway-unveils-new-base-bridge-with-april-21-opening/>

Apr 13, 2018 Updated Dec 22, 2018

FRANCONIA — 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 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."

No property rights

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 it is "unfortunate 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.

Safety concerns

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. Opened in 1869, the Cog is the world's first mountain-climbing cog railway. Last year, Presby announced that in time for the Cog's 150th anniversary, he would like to open a 35-room hotel that spans the tracks, about 1,000 feet below the summit. The proposal has elicited strong reactions from conservation groups, who fear the hotel would have a negative effect on the summit's fragile alpine zone. Presby has yet to file a site plan for the hotel with the Coos County Planning Board, but has previously said that building the hotel is permitted by the county's Master Plan. On April 18, the planning board is scheduled to consider whether a road that the Cog built last year along the tracks is an unpermitted road or recreational trail.

May 10th, 2019

Waumbek Sheds: "Saying they were structures that, in his opinion, required a formal review before construction, the chairman of the Coos 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

2020 - 2025

planning board's Wednesday meeting at the Coos 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 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.

- Manchester (NH Union Leader - Fri, May 10, 2019

December 3, 2020

All Year Round: "A snowblower mounted in front of the engine will let the Mount Washington Cog Railway keep running all winter for the first time. The historic train usually stops its trips up the west side of Mount Washington in December, but this will have weekend and holiday excursions all winter. Because the Mount Washington Observatory on the peak is closed in winter, the train will stop at Waumbek Station at about 4,000 feet elevation, where there are "warming huts, complimentary hot refreshments, snacks, and a blazing fire pit," said the railway in a statement. The buildings at Waumbek Station have long been a stop for some Cog Railway trips. When the train ran ski trips in recent years, that is where skiers unloaded and began their runs. Passenger coaches will be heated, and the one-hour trip is narrated by an onboard brakeman. Online reservations are strongly recommended. The run begins at Marshfield Base Station. This year, a groomed extension was made, linking it to the existing network of hundreds of miles of snowmobile trails. It is open all winter with a food court, gift shop, and free Cog Railway Museum. The cost is \$41 for adults and \$29 for ages 4 to 12."

- Concord (NH) Monitor - Dec 3, 2020

May 26th, 2025

New Treatment Plant: "The State of New Hampshire and the Department of Natural and Cultural Resources owns and operates a wastewater treatment facility located on the Mount Washington State Park summit. The facility treats flow from the Sherman Adams building, which can vary significantly between the peak season at 3,000 – 5,000 gallons per day (GPD) and the winter months at 200-500 GPD when Mount Washington staff are the only site occupants. The wide variation in seasonal flow combined with extreme weather and high elevation presents unique wastewater treatment challenges. Underwood Engineers, Inc. (UEI) provided engineering and operational support for the New Hampshire Department of Administrative Services



Public Works Division to optimize and evaluate the existing multitube membrane bioreactor (MBR) system (*right*) that was installed in 2009. While these efforts were successful, UEI recommended facility upgrades to accommodate projected flow increases, meet more stringent effluent limits, and replace aging equipment. General contractor Lee Corrigan, LLC, won the construction project to replace the original treatment system with a hollow-fiber MBR package plant provided by NEWTERRA Corporation. The work was completed over a two-year period. The entire treatment facility is housed within insulated and heated shipping containers (*below*) designed to withstand the extreme climate. The system is constructed with two trains for redundancy and provides additional treatment capacity. Operators can access the treatment plant control system remotely, which allows them to control and monitor the process without



physically being at the plant. This is critical for this project because it allows operators to monitor the process during extreme weather conditions that make site visits dangerous and difficult. Both trains were seeded with bacteria (MLSS) from a nearby activated sludge facility and put into service in August 2024.

This allowed the facility to begin processing wastewater during the peak season until the access road and summit closed in late October 2024. Following the seasonal shutdown, one train was removed from service in response to the reduced flow. Since startup, the plant has met effluent discharge standards and has achieved nearly complete nitrification and denitrification during peak and winter flow conditions. The second train and EQ basin will be returned to service when the peak season kicks off this spring. The startup and operation is provided by the N.H. Department of Natural and Cultural Resources staff, with assistance by the N.H. Department of Environmental Services and Underwood Engineers. Visitors can see the facility right between the Cog Railway tracks and the Auto Road as you approach the summit. Steve Clifton, PE, senior vice president, and Patrick Wiley, PhD, technical leader, Underwood Engineers, authored this article.



- Manchester (NH Union Leader - May 26, 2025



Beyond

Beyond “Next Generation”

The term “*Next Generation*” in this manual/memoir has been used as a short-cut to talk about those employees who worked for the third president of the railroad named Teague. When new owners took over the line in 1983, some “Next Gen” employees bridged that change bringing mountain knowledge, lore & tradition to those who only ever received paychecks signed by a Be-dor or a Presby.



New traditions would develop. Heather Allen of Thornton, N.H. would be the first female to officially qualify as a brakeman. Col. Arthur Teague’s rule of “no girls in the cab” would go away completely as some, like Samantha Slattery from Gorham, Maine (*left circa 1994*) would pick up a poker and wield a shovel to maintain steam pressure. Facebook indicates she later became a nurse and married Jeffrey Capobianco. She now works at the Tufts Medical Center in the cardiac catheter lab while the couple raises three young women in Ipswich, Massachusetts.

On Monday, May 21st, 2017, the Mount Washington Cog Railway - the “second greatest show on Earth” became number one by default when Phineas T. Barnum’s circus held its final performance after 146 years. Ringling CEO Kenneth Feld told the crowd the secret of the circus’s success, was “the people - it’s the spirit, the dedication, the perseverance of everyone... that makes the impossible possible. They’ve always been an inspiration for us and they should really be an inspiration for everyone on how we conduct our lives. No matter what it is, they rise to the top,” said Feld. “And they’re the reason that they are, and this is the Greatest Show on Earth. They’re

very special people and we love them all.”

The same can be said for MWR employees. Every Cogger has a story that is both unique, and similar to those who came before. The *Cog Clatter* publisher hopes that someone might pick up the torch and someday tell all the “Next Gen” tales. It is a piece of the Mount Washington Railway’s history every bit as important as *Peppersass*, Sylvester Marsh, Walter Aiken, the Teagues, and slideboards. Without those human tales, the story of the “world’s first mountain climbing railroad” is incomplete.



*Mount Washington Railway cap badge
- Harriet Riendeau Collection*

“But wait, Will there be More...?”

Sunset Edition: 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 July 2019 document sent out in at the mid-point of a year in the eight year-long effort to collect additional Cog employee names, information and stories. As 2023 moves forward, *The Jitney Years* project continues preparations to send the last train 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, please contact Jitney Jr. at the following email address:

jitneyjr@gmail.com

OR via USPS at:

Tim Lewis
P.O. Box 267
Danville, VT 05828

