

MT. WASHINGTON COG RAILWAY AGGREGATED TIMELINE

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

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

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

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2025 to Present
THE JITNEY YEARS PLUS

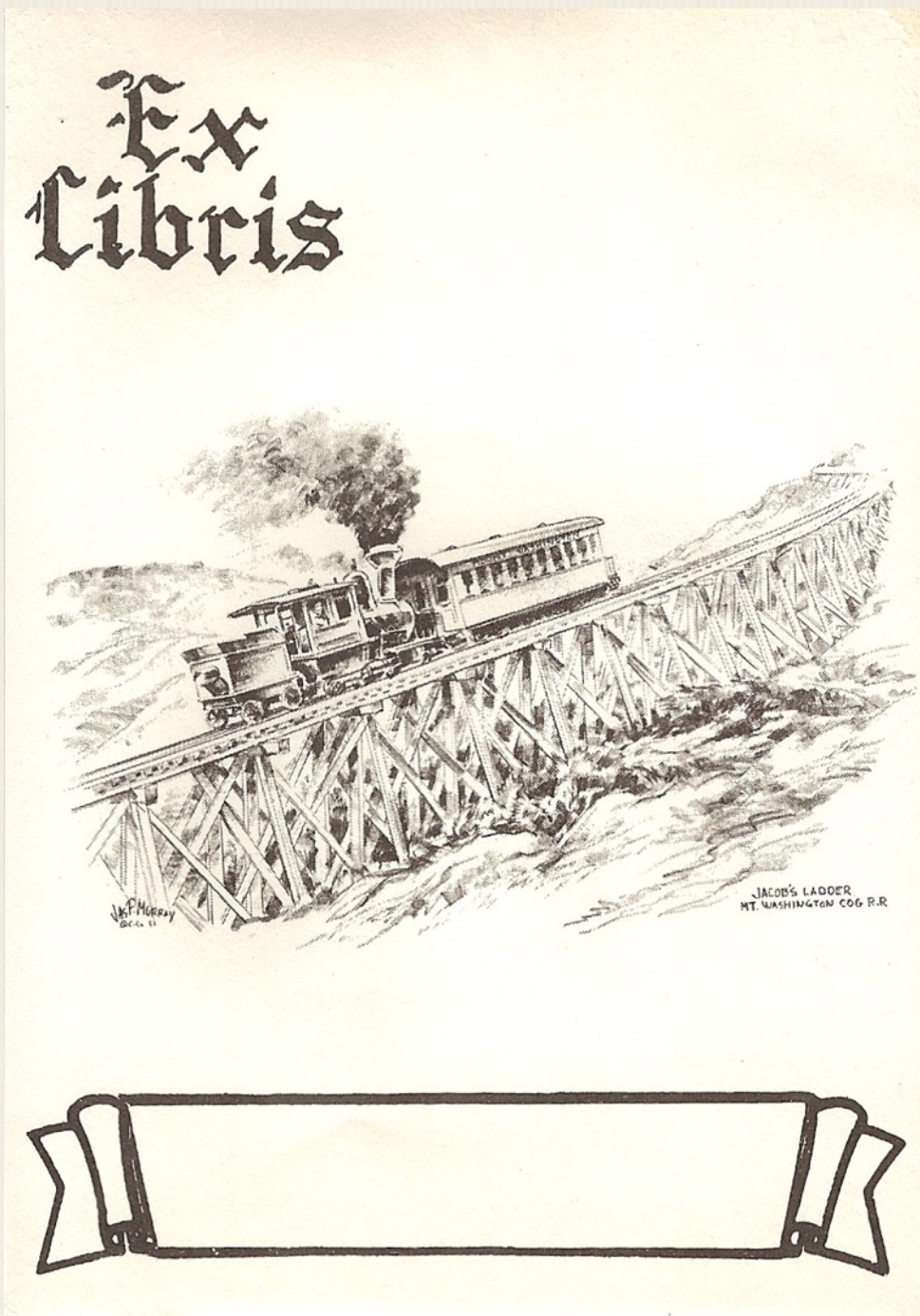


An Aggregated Timeline
of the
Mt. Washington Cog
Railway



2025-PRESENT
THE JITNEY YEARS PLUS
Volume 3c

Edited by Tim "Jitney Jr" Lewis



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

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

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

*- John R. Hitchcock, Gorham, N.H. hotelier
- Summer 1870*

“Greed is all right, by the way. I want you to know that. I think greed is healthy. You can be greedy and still feel good about yourself.”

*- Ivan Boesky, Wall Street Investor
- May 18, 1986 Commencement Address*

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

*- Editors of the New Republic magazine
- March 24, 2011*

“Time keeps on slippin’, slippin’, slippin’ into the future... ”

*- Steven Haworth Miller
Founder - The Steve Miller Band
“Fly Like an Eagle” (1977)*

A Note About Style

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

The material was further split into sections by ownership/management groups.

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

Foreword

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

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

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

Timeline Sections Explained

Vol 3a Section 1	Sylvester Marsh	1857-1885
Vol 3a Section 2	Walter Aiken	1885 - 1893
Vol 3a Section 3	Concord & Montreal	1894 - 1895
Vol 3a Section 4	Boston & Maine	1896 - 1930
Vol 3a Section 5	Col. Henry N. Teague	1931 - 1951
Vol 3a Section 6	Dartmouth College	1952 - 1962
Vol 3a Section 7	Col. Arthur S. Teague	1963 - 1967



Vol 3b Section 1	Ellen Crawford Teague	1968 - 1982
Vol 3b Section 2	Presby / Bedor	1983 - 2017

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

Vol 3b Section 10	Wayne Presby	2017 to 2024
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A proposed hotel at Skyline leads to the consolidation of the railroad in the hands of the Presby family. They usher the 150 year old railway into its next 50 years with new track, seven diesels, two steam locomotives and new plans to handle increased tourist traffic. Then the pandemic struck...



Vol 3c Section 1	Ryan's Hope...	2025 to...
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The Cog's 155th year of operations closed with new tracks being laid from Marshfield to the shops. It had been a year of celebrating the technological advances made over the last 45 years. New technology was along the track (fiber optic cable to the summit, automated weather stations & power to Waumbek station) and on the horizon. UNH students were enlisted to help design and build a prototype all-electric rescue vehicle as a prelude to construction of an electric locomotive. A plan to make the railroad employee-owned faded as Wayne Presby considered retirement and delegated day-to-day management to nephew, Ryan Presby. Wayne's daughter held majority railroad ownership through a trust, and a land swap deal with the Feds was about to make the Base Station bigger...

Ryan's Hope...

2025

January 1st

The Mourning After: John Kurdzionak: "Happy New Year to my Cog family. All my life, I've had dreams about people who had died, & in those dreams, I've sometimes had actual conversations w/ the deceased. I've also had premonitions, in dreams, about people who had died or were about to die. In '96, I dreamed that my cousin was riding up the Cog w/ our deceased grandmother. I was standing about midway up Cold Spring Hill, on the "Engineer side" of the tracks. As the train passed me, my deceased grandmother & my living cousin, smiled and waved to me from the coach. I waved back. I awoke that morning, thought it was weird, soon put it out of mind, & worked all day. That night, when I got down, Charley informed me that my father had left a message in the office that day: my cousin had died very early that morning, & to call my father back. So, yes: after my cousin had died, maybe WHEN he died... I had a dream that our already-deceased grandmother was taking him up the Cog...(to Heaven?) Such dreams are not unique to this one time, & have always given me faith that there's an "after". So....what's this got to do with "right now"? Last week, I had a dream that the #2 was all fired up @ Marshfield but non-functional. Rob was running it down the shuttle track to the shop. He said "Hey, Mr. K.!" as he always did, & he invited me into the cab. We talked a few minutes about all things Cog; he did his laugh that he always did, and he told me he'd fix the #2. As the engine was approaching the shop, he told me I had to leave because (as I perceived it), the shop was "the afterlife" & I wasn't permitted there, yet. He told me that "Only I (Rob) can enter there; it's not your (my) time yet...." I got off the engine, walked alongside it as far as I could, waved bye to Rob, & watched him arrive @ the shop. Last night: I had a dream w/ Jon Lovell visiting me. We had a full conversation about current Cog stuff. The last part, he was trying to borrow a Cog hat from me, so he could use it to return to work! We couldn't find a Cog hat for him, so he stole one of my Cog hoodies. These dreams are vividly realistic, and when they're happening, it's truly like you're there with the person. The Lovell dream is a bit foggy for me now, but in it, he was talking about current goings-on at the railroad, that he would not have known about yet, when he died. When I awake from these things, it's truly like I was just speaking with the deceased for a few minutes. It's reallllly weird, but also, comforting. It feels real." **Susan M Houck:** "John - you should write them all down, you could write a book." **Robert Cal Callahan:** "John - thanks for sharing" **Dave Moody:** "What are ya burnt? ;-)" **Bob Baker:** "I was in Mississippi's Silver Bullet (in real life) going to Littleton at nite. Rob is telling me a First Nation story about a mouse, who ascends a mountain and flies off as an eagle. My hair went up during Rob's telling. Then, I think about 'Rob's last summit' which was a trip his fam and friends took with him. And, youal...Jon was driving when I, and others, saw a 3-football-field cheveron UFO on base camp road one nite, too. That place is a vortex. Love, Bob."

- Mt. Washington Cog Railway - We Worked There FB page - Wed, Jan 1, 2025

January 6th

Apparently No Notice: Re: Public Records Disclosure Request No. R006003-010225 - Your request described the following records: "The Mount Washington Railway's Alteration of Terrain Permit AoT-2484 contained a general condition that "You must notify the Department in writing prior to the start of construction and upon completion of construction. Forms can be submitted electronically at: <https://www.des.nh.gov/land/land-development>. Paper forms are available at that same web page." I am wondering whether the NHDES has received such a notification, and whether that paperwork might be added to the list of documents in my public records re-



Shuttle Track Replacement project
just above the Shops (2025)
- Art Poltrack photo posted Jan 5, 2025

2025

quest R004473-121523 so I might review it?” New Hampshire Department of Environmental Services has reviewed its files and has determined there are no records responsive to your request.”

- New Hampshire Department of Environmental Services Public Records Center email - Mon, Jan 6, 2025



Cog Team UNH - From left: UNH students Nathan Fac-
teau '25, Alex Mills '25, Will Callery '25, Joseph Bailey '25,
and Cog Railway mechanical engineer Caleb Gross (2025)
- MWCR photo

Upselling Dynamic Pricing: “RocketRez, the end-to-end cloud ticketing platform for tours and attractions, has announced a new partnership with Mount Washington Cog Railway, the world’s first mountain-climbing cog railway. This partnership seeks to enhance the railway’s ticketing system and broaden its upselling potential by leveraging advanced dynamic pricing and analytics. The Mount Washington Cog Railway, renowned for its picturesque train rides to the highest peak in New England, aims to modernise its operations and improve the customer experience. With RocketRez’s all-in-one platform, the railway plans to implement advanced pricing strategies and upselling features, allowing it to better optimise ticket sales for different train car categories. Addressing challenges: The RocketRez solution for Mount Washington Cog Railway includes dynamic pricing. This means the operator can bring in price banding based on ticket sales, enabling automatic pricing changes as train car availability decreases. It also creates opportunities for targeted upselling during the booking process, such as premium train car seats and optional donations. Customer credit management tools allow for the import of existing customer credits as gift cards while continuously assessing outstanding credits. Additionally, operators will benefit from improved call centre integration, utilising RocketRez Relay chatbot technology to streamline customer inquiries effectively alongside a traditional call centre. Additionally, the system provides partial refund options. Allowing cancellations as store credits increases flexibility for customers. Former systems at Mount Washington Cog Railway struggled with scalable access and upselling opportunities alongside a fragmented inventory management process. RocketRez’s all-in-one platform aims to address these challenges, minimising operational friction while improving customer satisfaction. “We are excited to harness RocketRez’s technology to not only refine our ticketing process but also to elevate our guest services,” says Quinn Tule, director of IT at Mount Washington Cog Railway. “Their dynamic pricing and advanced analytics will enable us to better meet the needs of our customers and improve our operational efficiency.” Sean Harvey, chief revenue officer at RocketRez, adds: “Our collaboration with Mount Washington Cog Railway will help create a more dynamic and guest-oriented experience. We are committed to helping them achieve significant gains in both revenue and customer satisfaction.”

- <https://blooloop.com/museum/news/rocketrez-mount-washington-cog-railway/>

January 14th

Bumblebee Lede: “Good morning Coggers! If you’re wondering what we’ve been up to lately, you can read all about it in the *Union Leader*...

Reporter John Koziol: “The Mount Washington Cog Railway, which began operating the world’s first mountain-climbing railroad on July 3, 1869, is developing the world’s first entirely battery-powered mountain-climbing electric vehicle. Tentatively known as the “*Bumblebee*,” the electric multipurpose vehicle (EMPV) is be-

January 10th

Team UNH Back at Shops: “We were happy to see our summer interns Tatum (*VanSicklen*) and Will (*Callery*) back at The Cog today! Along with the rest of the UNH Capstone Project team, they met with our resident mechanical engineer Caleb Gross to review the progress of the electric track speeder they are working with us to develop.



ing designed and will be built in-house at The Cog under the leadership of Caleb Gross, the railway's chief mechanical engineer. During an interview earlier this month, Gross, 30, said the goal is to eventually put the EMPV's technology into The Cog's entire fleet of two coal- and seven biodiesel-fueled locomotives and thereby improve their efficiency. While the type of battery to power the EMPV is still being researched, Gross said the *Bumblebee* is meant to be a successor to two "speeder" vehicles that The Cog previously used to maintain the 14,800 feet of track from the Base Station to the top of Mount Washington. Originally slated to tip the scales at some 6,000 pounds gross vehicle weight, the *Bumblebee* will be fast enough to get to the summit in under 15 minutes, while carrying four people and a payload of half a ton. That concept has since been upgraded to 9,000 pounds GVW and a payload of half that. In addition to serving as a workhorse and rescue vehicle, Gross said the EMPV could also carry commercial passengers. The Cog has several six-wheeled ATVs that it can use to get personnel and material up the mountain for work or hiker-rescue missions, and, if pressed, can send up a biodiesel locomotive, but that option is "an ordeal" logistically, said Gross. The *Bumblebee* would be more nimble and faster than a Cog locomotive - the latter travels at 4.76 miles per hour, said Gross, while the EMPV could go nearly 13. And because it has modular superstructure could be fitted out quickly to meet the mission of the moment. Gross said the EMPV represents the third evolution of The Cog's mountain-climbing capabilities, beginning with the ascent of the *Peppersass* locomotive 156 years ago and the conversion to biodiesel fuel in 2008. Wayne Presby, owner of The Cog, has long believed that electric vehicles are the future, said Gross, and now the railway is gradually making that inevitable conversion. A prototype of the *Bumblebee* was to have been ready by this summer, but that schedule is "quite ambitious" and possibly will not be met, Gross said. "Technically, it's zero emissions" Gross said of the EMPV that will charge its batteries during every descent. And while not autonomous, the vehicle is "rescue proof," he added, and can get down the mountain even without its electric-vehicle components engaged. It will be outfitted with numerous, redundant safety systems. The *Bumblebee* will "be our guinea pig" until what is learned from it can be applied to the coal and biodiesel locomotives, said Gross.

Paul Jaykowski: "More steam please" **Chris Warner:** "Please keep the steam, there is no sense converting them. Let alone logistical problems. I know I'd never visit without steam." **Edward Wallace:** "Zero emissions electric, tell me more." **Daniel Day:** "Edward - According to the article, the batteries will charge during the descent, presumably by the wheels." **Barbara Hagerich Maxwell:** "Noooooooooooo!!!!!!" **Patrick Wilkinson:** "Aw don't go all pikes peak on us!" **Chrisy Crawford:** "Donkeys are more environmentally safer." **Dustin Fleury:** "better keep the steam.. electric.. (makes me sick emoji)" **Jonathan Hallman:** "Dustin Fleury read the article" **Bill Willis:** "Jonathan - yeah. We did. Thanks. (still makes me sick emoji)" **Hallman:** "Bill - so what's your issue? It doesn't say anything about replacing or eliminating the steam locomotives. It's a maintenance vehicle." **Wendell Kiesman:** "(Jonathan) Did you read it fully?.." **Joe Monzillo:** "Ridiculous keep the bio diesel and the steam get over electric people" **Bj Greg:** "Ridiculous and a waste of time and money." **Daniel Day:** "Bj Greg - A battery powered speeder that can climb the mountain will save a lot of time and money,



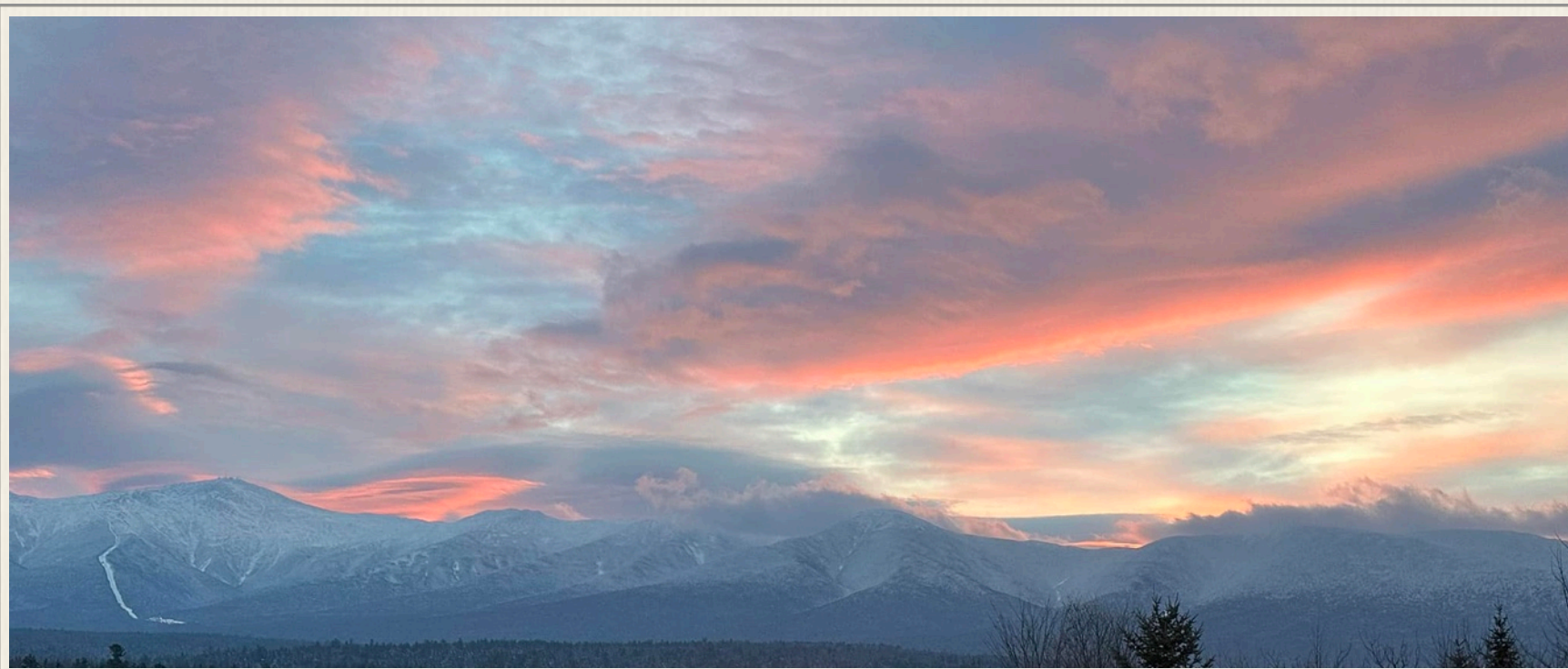
and possibly lives, too!” **Chris Waystack:** “Okay so battery conversion for the steam? All due respect but that’s ridiculous. I’m a steam fireman so I definitely take umbrage to that). It’s Wayne’s railroad and he can do as he pleases. But I’m sure ridership will take a hit. Just my \$.002” **Paul Forbes:** “The Cog has always been an innovative place. It wouldn’t still be here if it wasn’t. The Biodiesel locomotives are proof of that. This article doesn’t say the steam is going electric! Never forget the Cog is a business that needs to Be profitable. Steam is deeply rooted at the Cog, but it is not its future.” **Daniel Day:** “Paul - The article was awkwardly worded, though, so there was a sentence or two that made it sound like the steamers will be battery powered.” **Noah Schaub:** “Paul - The first electric cog railways were running 125 years ago. I’d hardly call building a battery locomotive innovative.” **Paul Forbes:** “Noah - trust me, if the crew at Mt Washington builds it, it will be innovative!” **Mount Washington Cog Railway:** “What Paul said” **Marc Messier:** “Trains aren’t the future either but they still get built the nostalgia is what people come for not the silent hum of an electric motor” **Russ Nelson:** “Wow, that’s awesome. While it could mostly recharge its batteries on the way down, I don’t see how it could recover all the energy lost in friction. But it could be very easy to recharge it in the station.” **Wayne W. Presby:** “You would think most people would know by now not to believe everything you read in the paper. We are not doing away with steam ever!! However we will begin eventually replacing the biodiesels with battery electric. This is a long term project so expect us to continue to use a mixture of biodiesels and electric for years to come. The batteries will be recharged in part by the descent, but to augment the power needs the hydro plants are to be rebuilt and an offsite 1 to 2 megawatt solar array is to be built and the power sent to the Cog. Nothing like a good controversy to generate white space!!”

UPDATE: “Well, that sure got your attention!! Guys, we know you love steam, we do too, which is why we’re still running steam engines. An electric maintenance vehicle or locomotive won’t change that, but the



Waumbek Shovel: Clean up crew to Waumbek today (1/15) and a little firepit tending at 4000 ft. **Faith Boisvert:** “Great job!!” (2025)
- Andy Vilaine photos

price and availability of coal just might. The Cog’s driving force has always been innovation, not nostalgia. It appeared during the heart of the Industrial Revolution, when new techniques and technologies were being invented almost daily. 155 years ago, steam



Morning is Broken: *photographer Art Poltrack: "A nice morning!" Jonathan W Mies: "Red sky in morning ..."* **Anne Koop:** *"Very beautiful and majestic - You have a great view Art"* **Susan M Houck:** *"Wow! Beautiful!!"* (2025)
- Art Poltrack photo posted Jan 18, 2025

power was new and state-of-the-art, but if diesel or electric had been an option, you can bet your britches that Sy Marsh would have been pumping fuel or plugging-in instead of chopping firewood and shoveling coal. As stewards of the railway, we honor his innovative spirit by always looking forward, not backward, in order to keep the world's first mountain-climbing cog railway alive and thriving for generations to come. In that sense, we'd be nuts to NOT be exploring electric in this day and age!"

- Mt Washington Cog Railway Facebook page - Tue, Jan 14, 2025 / Manchester (NH) Union Leader - Sun, Jan 12, 2025 / Railway to the Moon! Facebook page - Thu, Jan 16, 2025

January 15th

Facebook Bumblebee Buzz Continues: **Jonah Snyder:** "Have you considered converting the steam locomotives to burn oil instead? While I do love the desire to go completely electric, getting rid of steam entirely would be a huge mistake for the tourism draw. Perhaps look at Eco-Friendly fuels for the Steam engines, such as Biodiesel. While I appreciate the push to innovate, there's also something to be said about keeping the past alive. After all, you can't know where you're going, unless you know where you've been, and I wholeheartedly believe that adapting the steam fleet to burn more eco-friendly fuels would also fit into Mr. Marsh's innovative spirit, while keeping the past alive." **Brendan Granger:** "Jonah - They tried converting one to oil years ago but it didn't work out and was converted back to coal." **Shawn Doyle:** "For 155 years, the Cog railway has been running steam. While yes, it was state of the art when it was first introduced, it has since become a novelty. That novelty combined with experiencing the sights, sounds, and smells of being shoved to the top of New England by a steam locomotive, with the reward of a spectacular and unrivaled view is what draws in your crowds. Taking away steam would be the Cog's biggest mistake. I'd bet the farm that you'd lose more than 50% of your ridership. I have friends who are involved in railroading and railroad preservation who have already stated that they'd never come back if it Steam disappeared. If you're worried about coal availability, do what Union Pacific, D&RGW, and many others did and convert the locomotives to burn oil. You say that electric is the next big innovation, and I'm sure it is. With the current technology however, an all electric unit would not be viable to handle subzero temperatures, just ask everyone who owns an electric vehicle in the Northern States. I still remember when thousands of people were pissed off with Tesla because none of them would turn on when the temperature in Chicago dipped below zero. Your best bet would be to follow in the footsteps of Edison Motors and make a diesel electric hybrid like their truck. I'd recommend looking them up." **Mount Washington Cog Railway:** "Shawn - some good points here, but based somewhat on faulty assumptions. With upwards of 170,000 riders a year (vs maybe 20-30,000 for much of our existence), only a small fraction ride the steamers. The vast majority of our customers don't know the difference between the steamers and the diesels. They're here for a train ride to the summit. And of course, EV technology is still in its infancy, and yes, cold weather does currently affect battery performance (maybe not as dramatically as you mention here, anecdotes aside).

Watch this space, however – battery technology is ascendant, and like any other ascendant technology, current problems will eventually be solved by innovative problem solvers. If and when it makes sense for a cold-weather operation like ours to make the switch, we'll make the switch. Right now, we're in the early stages of the exploratory phase.” **Paul Calpin:** “MWCR - that is so true. I, have personally loved steam railroading my entire life... and to me, the difference between a steam or diesel locomotive is incredibly obvious. However, I have found that the majority of the public do not care what the motive power is. And many... sadly... cannot tell the difference between a steam or diesel or electric locomotive. It seems crazy to me, but it is true.” **Shawn Doyle:** “MWCR - the vast majority of the public doesn't know jack about trains period. As someone who's volunteered for groups and museums dedicated to railroad preservation, I can tell you that I've seen first hand how much of a draw it can be. I've seen people from literally every walk of life in both our country and far away countries stop step off a cruise ship, stop what they're doing, come over and ask about our train, what it is, where it goes, and how it works. I can also tell you firsthand the number of people that have stopped in with their kids just to see a steam locomotive and become lifelong fans. On the flip side, what is the Cog doing to promote and educate the world about their specialty steam locomotives? Not many people know how special your steam locomotives really are, even a good portion of railfans and steam aficionados. Unlike the majority of the railroads all across the US, with only a small handful of exceptions, the Cog has run steam on a regular basis than any standard railroad. I believe that the Union Pacific Railroad is the only other surviving railroad to do so. You say that most people don't know anything about trains, railroads, and/or locomotives, yet not only are you operating the most unique type of railroad in the world, but the oldest one in the United States. A railroad that became what it is because of these unique machines and their ability to do the job for over 150 years and you're not going to utilize them to teach your visitors something about neither your past nor the mechanical marvel that are your equipment? If Steam wasn't a crowd pleaser and didn't draw the attention of the masses, hundreds of millions of dollars wouldn't have been spent to restore standard gauge locomotives from coast to coast, border to border, and in both Alaska and Hawaii. When laid out that way, it makes it plainly obvious that your only concern is making money and doing so at your own expense. What we're all so up-in-arms about is that fact that after this long and with many of us growing up around it, none of the existing locomotives are going to be kept in operation and are just going to be tossed to the side like garbage, their history, service, and what they represent being forgotten, all to be replaced with units that take the fun out of railroading. I'm not saying the EV isn't viable and I agree that it's an ever-evolving thing. All I'm saying is that the current selection of batteries are inadequate to withstand the brutal conditions that occur at the top of Mt. Washington and so it would be premature to jump ship just yet.” **RJ Ledger:** “MWCR - Are you looking into Fuel Cells?” **MWCR:** “RJ - we're always looking at everything, but the focus right now is on electric, and that focus is exploratory.” **RJ:** “MWCR - SO are we talking about “Direct Electric” or Battery electric? Hydrogen Fuel Cells generate a lot of electricity and no charging needed - NASA did some great research in this area.. and with a Japanese company now developing a fast way to refuel with hydrogen filled “cartridges” - lots of possibilities there!” **Noah Schaub:** “Shawn Doyle - Luckily there is already plenty of technology for electric trains that have zero problems with subzero temperature” **MWCR:** Noah - electric yes, but not battery powered. Overhead catenary lines can be adversely affected by high winds. Third rail systems are normally more reliable, but would get buried in the snow, and require fenced-in, protected right-of-ways to keep people from frying themselves. That might be a hard sell on Mount Washington. On-board, battery powered electric solves both problems, but presents others.” **RJ Ledger:** “MWCR - fuel cells solve both problems as well” **Deborah Beaton:** “I would never ride up and down that mountain with something electric. I love the steam the whistle blowing there is nothing like it on this earth. I use to go to the cog and just sit there and listen to the whistles. I was hooked on that sound since I had gone to echo lake camp and the cog gave us a ride to the top of the mountain. I have been in love ever since then. I did the Eggy run that man knew so much about steam engines he was remarkable in all his detail. He is surely missed. Can you imagine if they do electric trains the batteries that will take to go up and down that mountain. Ever see a Tesla fire in person or a video? Can you imagine what an electric train would look like on fire. Yes it can happen. Lots of Tesla's have just erupted in fire with no reason for it.” **Noah Schaub:** “Deborah - I've ridden cog railways using all three methods, and I can tell you, Diesel is the worst. And you can get pretty awesome with electric engines to, especially if it's just the engine and still the classic coaches.” **MWCR:** “Deborah - how about if we make it a point to not buy our batteries from Tesla? ;-) Ever see a boiler blow on a steamer? And yes, Eggy was an amazing guy, and we miss him every day.” **Deborah Beaton:** “MWCR - Nope I love the coal trains nothing can compare to there beauty and the beautiful whistles. They always bring tears to my eyes I love them as much as Eggy did. I just can't tell you about every part and



Frozen Undercast: “Amazing undercast views on Mt. Washington yesterday (1/19)” reported Debra McCown, a digital creator/freelance writer & guide at Redline Guiding. She studied in warmer climes at The University of North Carolina at Chapel Hill (2025)
- Debra McCown photo via u Local NH FB page

how it all worked like he could. Yes I miss him he was an extraordinary human being.” MWCR: “agreed on all points” **Andrew Gar:** “LOVE that you guys develop so much in house. Also the recharging-on-decent idea is genius” **MWCR:** “Andrew - regenerative charging – not our idea, but a hallmark of EV technology”

January 15th

Coös County Planning Board: The Coös County Planning Board will meet on January 15, 2025 at 6:00 p.m. at the North Country Resource Center - 629 Main Street - Lancaster, NH. Minutes include under ANY OTHER BUSINESS:

- b. A copy of Tara Bamford’s revised contract was provided to the board members.

January 22nd

Cog Goes Electric: Reporter Carolyn Fortuna - “The Second Greatest Show on Earth!” That’s what showman PT Barnum proclaimed in 1869 as he stepped down off the world’s first mountain-climbing railroad and marveled at the view from Mount Washington’s rocky summit. First put into service in 1869, the Mount Washington Cog Railway has offered decades of tourists a dramatic ascent toward the highest peak in the Northeast. The Cog Railway’s 155th anniversary party last month had another element: while preserving history, Mt. Washington is also highlighting ongoing innovation. Engineering students from the University of New Hampshire are working alongside the Mt. Washington rail staff to develop an all-electric locomotive, with help from robotic welding systems. It will be the world’s first entirely battery-powered mountain-climbing electric vehicle. As I write this article in the early morning, the winds at the summit of Mt. Washington are blowing at 37 mph with gusts up to nearly 60 mph. The temperature is -18 degrees F with wind chill at -52 degrees F. The Sherman Adams building, where the Mt. Washington Observatory is housed, is ready to withstand winds up to

300 mph. Visually the most impressive peak east of the Mississippi, the Mt. Washington summit is in the clouds 60% of the year. Some days are enveloped in poor visibility and shifting fog. Others provide glorious sun and views into five states - New Hampshire, Maine, Vermont, Massachusetts, and New York - and even into Canada. Visitors are at the whim of the weather. Luckily, in season there are a couple of great ways to reach the top of Mount Washington and to take in the breathtaking views of the surrounding White Mountains. For an exciting trip, hop aboard the Cog Railway, one of the leading attractions in New Hampshire. You may see groups of hikers resting near the tracks as The Cog nears the crossing of the Appalachian Mountain trail. Today, significant accessibility to Mt. Washington is found in its trains, which allow conductors to highlight the grandeur of the mountain, its vistas, and the outlying regions - albeit with the dense smoke of fossil fuels a constant. The electric multipurpose vehicle (EMPV) represents the third evolution of The Cog's mountain-climbing capabilities, beginning with the ascent of the *Peppersass* locomotive 156 years ago and the conversion to biodiesel fuel in 2008. The EMPV is being designed and will be built in-house at The Cog under the leadership of Caleb Gross, the railway's chief mechanical engineer, as reported by John Kosiol of the *Union Leader*. The EMPV will be a successor to two-speeder vehicles that The Cog previously used to maintain the 14,800 feet of track from the Base Station to the top of Mount Washington. It will be fast enough to get to the summit in under 15 minutes, with the ability to carry 9,000 pounds GVW in addition to a payload of half that amount. The climb has an average grade of 25%, with some sections approaching nearly 38%. A Cog locomotive travels at 4.76 mph, while the EMPV could go nearly 13 mph. Gross outlined the eventual goal is to apply the EMPV's technology into The Cog's entire fleet of two coal- and seven biodiesel-fueled locomotives. In addition to serving as a workhorse and rescue vehicle, Gross said the EMPV could also carry commercial passengers, as its modular superstructure can be fitted out quickly to meet the needs of the moment. The type of battery to power the EMPV is still being researched. "Technically, it's zero emissions," Gross noted, as the EMPV that will charge its batteries during every descent doesn't produce emissions. The vehicle will be "rescue proof," he added, as it can return down the mountain even without its electric-vehicle components engaged. It will be outfitted with numerous, redundant safety systems. The Cog also has several six-wheeled ATVs to move personnel and material up the mountain for work or hiker-rescue missions. Wayne Presby, current owner and operator, bought the Cog Railway back in 1983 when he was just 26. "To have the opportunity to operate something that is so unique and that is such a vital part of New Hampshire tourism, and such an iconic attraction, was an incredible gift," Presby told NHPR. Presby feels that electric vehicles are the future, so it makes sense that the railway is gradually making that inevitable conversion. A working weather and research station is at the Mount Washington State Park in the Sherman Adams Visitor Center at the summit of Mount Washington in New Hampshire." *Sending a shout-out to Alert Reader Dan Allard for making us at CleanTechnica aware of this fun story.*

- CleanTechnica - Wed, Jan 22, 2025 / <https://cleantechnica.com/2025/01/21/mt-washington-cog-railway-goes-electric/>



January 23rd

Video Grab: "Guess what Coggers - we're gonna be on TV!! WMUR-TV's Audrey Cox and her cameraman Brennan stopped by yesterday (1/23) to record a segment for *NH Chronicle*. The piece should be on the air sometime in February." **Rodger Leasure:** "As i am not local, but follow you on FB, PLEASE post the link when they have their segment on TV."

- MWCR Facebook page - Jan 24, 2025

January 24th

Mt. Washington

Commission: 2025 proposed meetings are scheduled for Fri, Jan 24, Franconia Notch State Park HQ at 10 a.m. **Cog Clatter reports:** "The Mt. Washington Commission

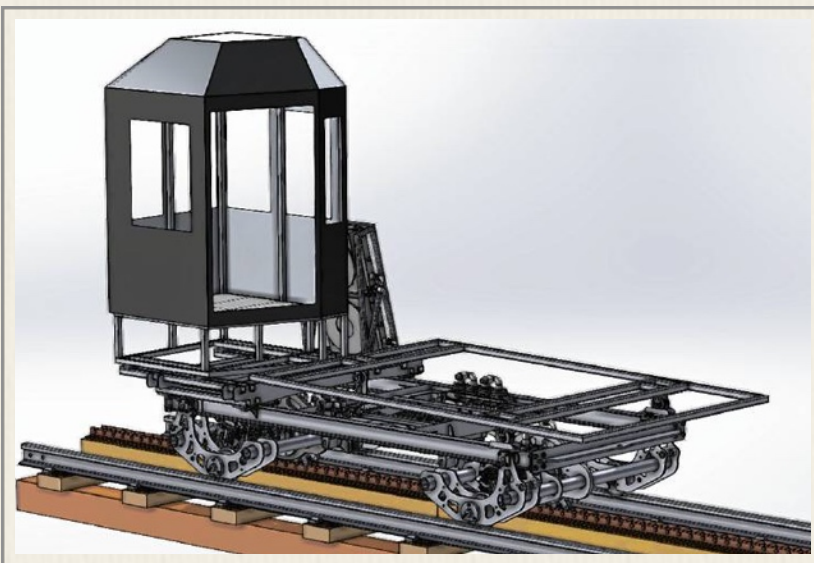


revealed a bit of frustration Friday (1/24) over the way the \$1-million dollar environmental assessment of the state park at the summit is proceeding. Consultants Tighe & Bond were slated to give a progress report to the panel at their Franconia Notch State Park meeting. However, the NH Department of Natural Resources (DNRC) Capital Projects Administrator Albi Fioravante said the presentation was pushed back to the Commission's next meeting in mid-March during a meeting between the state and the consultants last week. At that session, Tighe & Bond presented some draft recommendations on the buildings atop New England's highest peak for state feedback. The Commission wanted to know why they haven't been involved in meetings like those. "I've heard nothing from anyone since October," said Commission vice-chair Rob Kirsch. "This assessment is one of our prime focuses... as a matter of process we are hoping you can incorporate us more." Fioravante told the group Tighe & Bond will present their environmental findings at the 80th Annual Northeast Fish & Wildlife Conference being hosted New Hampshire Fish & Game at the Mt Washington Hotel April 21st. Natural Resources Commissioner Sarah Stewart directed her state parks people to circulate the Tighe & Bond presentation with the Commission. "We don't want to break news without this commission knowing it," she said. Kirsch agreed, "I don't want to be in a position of interrogating Tighe & Bond, but I will if I don't hear from them." Just receiving "a data dump is a problem," said Kirsch. "We do not intend to get in the way, but we do intend to participate." The Mount Washington Commission's new ten-year master plan for state park delivered at the of 2022, some fifty years late, convinced the New Hampshire legislature to allocate one million dollars for the study approved by Governor John Sununu at the end of January 2023. Similar Commission frustrations surfaced as the State spent five months crafting a "scope of work" for the assessment. The panel worried that the DNRC was de-emphasizing the "environmental" aspect of the study. Commission member Kirsch was added to the group reviewing the bids that resulted in the selection of Tighe & Bond in June 2024."

- Cog Clatter - Sat, Jan 25, 2025

Minutes: *Master Plan.* Dir (Brian) Wilson said that the onsite visitor survey will be relaunched when the park opens for the season. The UNH public opinion survey will be picked back up post-holiday and Rep Paige has been involved. Mr (Albi) Fioravante provided an update on the summit assessment work by Tighe&Bond. DNCR provided comments on their early findings to help target and focus their work. DNCR and Tighe&Bond are planning to make a presentation at a NH Fish & Game conference later this year. Commr (Sarah) Stewart asked that Tighe&Bond attend the March 14 MWC meeting to present their draft findings and that the NHFG presentation materials be shared with the MWC prior to the conference. Vice-chair (Rob) Kirsch would like the MWC to be more involved and has offered his assistance. Mr Fioravante will include Mr Kirsch in the meetings scheduled with Tighe&Bond. Dir Wilson said that, with the amount of ground disturbance that has occurred on the summit and no current plans for digging, the Division of Historical Resources said that an archeological review is not necessary. *Fees paid to the State.* Dir Wilson is streamlining the Special Use Permit process to improve timelines and more consistent application of fees. Most events occur at Hampton Beach and Mount Washington. The Division looks to balance concerns over carrying capacity, the displacement of park visitors and loss of park revenue with the importance of these high-profile events. Mr (Phil) Bryce agreed that some events are large fund-raisers that displace park visitors and said that an event's scale is an important consideration. Permittees are required to provide their financial statements for the event. The value of public lands was relayed to the House Finance Committee during DNCR's operating budget presentation. The Division needs to be a responsible steward of parklands and able to sustain itself under its self-funding model. *Capital Improvements.* Mr (Patrick) Hummel said that staff continues to fine-tune the winter operation of the wastewater treatment plant. Dir Wilson commends the team, the engineers and project managers on their success as he grapples with the infrastructure challenges throughout the park system. Mr (Chris) Thayer acknowledged the shared reality that all the summit partners have in providing public restroom facilities in difficult environments. Mr (Ryan) Presby asked about the Tip Top House work. Mr Hummel said that the electrical work will restart in the Spring and that the historical research and displays are ongoing. DNCR's Curator can provide an update to the MWC at the June meeting in the Tip Top House. The intent is to provide visitors with a "step back in time" experience. Mr Thayer suggested that there are opportunities for collaboration between the summit partners and experts in the field, such as Mary Adams, who helped to develop *Granite State Stories* programs that included a story about Mount Washington. Mr Hummel said that the new water system is in its second winter season and is performing well. Additional protection against lightning strikes were put in place. *Park Ops.* Using entries from the 2024 visitor log, which is voluntary, Mr Hummel developed a map that shows the home countries of the est. 350,000 visitors. Excluding Canada, 85 countries are represented. Mount Washington is a global destination. By June 16th, visitors from all 50 states of the US were entered into the visitor log. MWOb

Extreme Weather reporting, Div of Travel and Tourism and advertising by summit partners help to promote Mount Washington. Mr Presby said that the Cog's world map becomes full of push pins over the season. Mr Hummel said that they recently replaced one of their trucks and that they plan to expand the retail area in the SAB. Over the 2024 season, they sold over 16,000 hot dogs, 12,000 apparel items and 650 drinks. Mr Lewis calculated that MWSP's sale of 16,000 6" hot dogs lined end-to-end would measure 18 miles, equaling three Cog round-trips to the summit and an up-down-up about half way on the Auto Road. The Gorham facility has helped to improve the logistical challenges of their retail program. Dir Wilson said that Mount Washington state park's retail program is up by 11% over last year. *Negotiation of agreements.* Dir Wilson will meet with the Mount Washington Auto Road to discuss the new lease agreement for the summit parking lots. The job offer for the in-house attorney position was declined and the state is now in a hiring freeze. A new attorney from the AG's Office was recently assigned to DNCR. *Cog Railway.* Mr Presby said that the lack of snow has decreased snowmobiling. They are waiting for DOT approval on a snowmobile trail to the base station. Winter projects include maintenance and equipment overhauls. The Cog will be on *NH Chronicle* next week. Two UNH engineering interns have enjoyed hands-on, start-to-finish work experience at the Cog. Waumbek Station now has electricity that is on a timer. In the past, hikers would break in and start up the propane heaters to warm up. Cog staff would find melted items on the heaters that were left running. They are still working with the State and Bretton Woods Telephone to connect the fiber optic cable at the summit. This would enable the Cog to communicate with its locomotive engineers when they reach the terminus at the summit. *MWObs.* Mr Bush said that weather related events drove 400 media stories, including international outlets. They are in discussions with NHPR, VT radio and Fox. A donor wants to fund TV studio equipment at the summit. If installed, MWObs will include its partners and promote the Wildly Responsible campaign. The 5 new weather stations generated a huge amount of press: special thanks to the Cog Railway. Along with the Auto Road and Cog Railway, they are expanding their school programs to make the mountain accessible to young children throughout NH, Eastern VT and Southern ME. There's a planned summit visit by Gov Ayotte and Councilor Kenney on Feb 28th."



January 28th

Granite Geek: "Good morning Coggers! We have plenty of nicknames for our resident mechanical engineer Caleb Gross (some even suitable for publication) but we're pretty sure the best so far – "Granite Geek" – is going to stick. Many thanks to the *Concord Monitor* for Caleb's new "nom-de-gear", and for this excellent front page story about our collaborative project with engineering students at UNH. (2025) "In their 156 years of climbing to the summit of Mount Washington, the Cog Railway locomotives have gone from burning wood to burning coal to burning oil to burning diesel to burning biodiesel. If all goes well, in July a prototype will make the climb while burning nothing at all. "In 2008 we

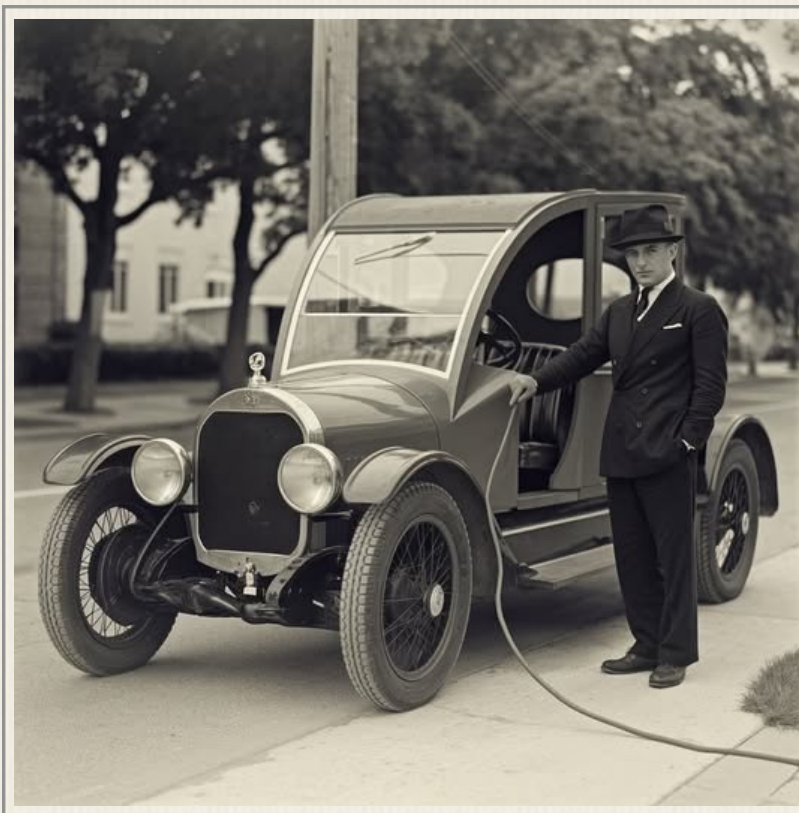
switched to diesel, going from the 19th to the 20th century. But now we're in the 21st century," said Caleb Gross, the mechanical engineer for the Mount Washington Cog Railway who is leading the effort to create its railway's first battery-operated train. Gross said the project dates back to brain-storming in 2022 – "Wayne (Presby), our owner, he's all about electric drive; he owns a Tesla" – and took fire after it included the railway's ongoing partnership with UNH. Five seniors in the mechanical engineering department are now working on the electrification project along with Gross. Running the Cog with electric motors makes sense because batteries can use regenerative breaks to recoup much of the power when crawling back down the mountain. With grades of up to 37%, this is the second-steepest cog railway in the world. But theory and practice don't always coincide, especially for a one-of-a-kind operation like the Cog Railway that has to design and build virtually everything in-house. The original plan was to electrify the "speeder," a smaller, faster engine that the Cog has long used to rush up the line to do things like carry out injured hikers, bring material up to the Observatory at the summit or help stalled engines. Depending on how that went, the Cog would then consider electrifying some locomotives. But dimensional limits squelched that idea. "The motor needs to be this big, the battery pack this big – it won't fit on the (speeder)," said Gross. "Eventually we decided to make an entirely new vehicle. It's a lot

easier to design from a new platform.” The new platform has a wheelbase of 8 feet, compared to 12 feet for the passenger-hauling locomotives, and is designed to make it from bottom to top in 15 minutes, compared to 37 for the current Cog. There’s no trouble getting an electric motor to do that; the big issue, the one that faces most attempts to electrify transportation, is charging. Turnaround time at the Marshfield Base Station is fairly short and it’s a challenge to refill the batteries in time. “The capability of the battery cells themselves to be able to take in the charge, that’s what we’re looking at,” said Gross. Gross said they’re leaning toward a custom-built pack with a 31.87 kilowatt-hour capacity to be able to make the two trips at nominal vehicle weight. “We may play around with this a little as development progresses, but this will consist of 2,730 standard Li-ion cells configured arranged together in a liquid cooled, highly monitored pack,” he wrote in an email, adding that “also waiting a while until we’re ready to have it built in case some new technology comes around.” These are the sort of new issues that make the project appealing, says Tatum-Vansicklen, one of the UNH students who has been hands-on in the Cog shop. “Innovation is what works for me – the first in the world to do this, that’s what caught my attention. ... All our friends and family, they think it’s crazy, creating the first vehicle to ever be able to do this kind of thing.” “There is a coolness factor that definitely comes into play, working with the Cog,” said fellow student Will Callery. Also part of the project are students Nathan Facticeau, Alex Mills and Joseph Bailey. “They’ve really got a lot of experience out of this,” said Gross. “I’ll say: I need a bearing that’s 14.24127 inches in diameter. You have one that’s 14 and one that’s 15 – how do we adapt, make this component work for it?”

He compared it to many engineering projects. “Often times you’re working with one little screw – you don’t see the bracket attaching it to the wall; and can the wall handle that? This is not just working with software designing, or a bit of construction; it’s the entire project.” The Cog Railway is paying for the project, which has a budget of around a quarter-million dollars, Gross said. The goal is to create an electric multipurpose vehicle



Left to right: (front) Caleb Gross, mechanical engineer, Mt. Washington Cog Railway, (behind) UNH students Will Callery '25, Tatum Vansicklen '25 and Joseph Bailey '25. (2025)
- MWCR photos



The First Tesla: “This is Nikola Tesla’s 1921 Pierce-Arrow electric car, powered by pure etheric electricity. It is a self-charging car; it does not run on batteries, oil, or gas. Electric cars have been around. In 1931, Nikola Tesla presented and tested a new automobile. Tesla had developed it with his own personal funds. The motor had been removed, leaving the clutch, gearbox and transmission to the rear wheels uninterrupted. The power receiver (gravity energy converter) had been built by Tesla himself. It was installed in front of the control panel. A heavy antenna, approximately 1.8 meters long, protruded from the converter. This antenna apparently had the function as that of the moray converter (radiant energy!). “Now we have power,” said Tesla. He said there was enough power in the converter to light an entire house, plus run the car’s motor. The car was tested for a week, reaching a top speed of 144 km per hour effortlessly. Someone commented that no gases were coming out of the tailpipe. Nikola Tesla replied, “We have no motor.” (1921)
-How Vintage FB page - Fri, Jan 24, 2025

that has modular components that can be swapped out. “We want a flatbed, a service body, a rescue/ambulance superstructure with litter and first aid supplies, as well as a passenger cabin,” he said. The original plan was to have a full prototype to climb to the summit this summer but problems including lingering supply-chain issues have pushed back what was always an ambitious timeline. Now the goal is to have a self-propelled unit that demonstrates feasibility. If that works, it will go on to be a model for electrifying locomotives and removing a small but high-profile source of pollution from the White Mountains and getting the state’s most unusual public transportation system ready for the new reality.” “I’ve always really liked diesel engines, the sound of them, but looking where everything is going it’s pretty mandatory to learn at least the basis of how electric vehicles work ...

and to be able to apply it,” said Callery. “Because this is just the first step to where the world is going to be going for battery-powered vehicles.”

- MWCR - Tue, Jan 28, 2025 / Concord (NH) Monitor - Mon, Jan 27, 2025



Erika's Got a Brand New Bag! (2025)
- MWCR photos

February 6th

Souvenir Shopping Bags: “Look what’s new in our Gift Shop, Coggers, on-line and IRL! It’s a souvenir shopping bag, just in time for all your souvenir shopping bag needs! And get a load of this— it’s FREE with your \$50 Gift Shop purchase (that’s a \$12 value gratis)! Featuring colorful, dramatic images on 3 sides, both you AND your favorite little mountain-climbing Cog Railway will look pretty sharp on your next retail expedition. As you can see here, Erika (*Hubert Burns*), our Gift Shop manager, is so excited about them she can hardly contain herself. But that won’t be the case with one of these babies — they’ll contain lots!”

- MWCR Facebook page - Thu, Feb 6, 2025

February 7th

Obs Field Trips: Mount Washington Cog Railway: “We had a blast yesterday with students

from Holderness Elementary School on their field trip to Waumbek Station. Guided by educators (*right*) Jackie, Olivia and Misha from the Mount Washington Observatory, the kids learned about the Observatory’s mission, Mount Washington’s dramatic climate characteristics, and how to record weather data in the field. Scenes from the field trip found on next page. If you’re a New England educator looking to learn more about this unique opportunity for your students, visit:

<https://mountwashington.org/education/field-trips/>

- MWCR Facebook page - Sat, Feb 8, 2025



February 12th

Race the Train on Skis?:

“Good morning Coggers! The snow just keeps coming, which is a good thing, because this Saturday, February 15, is the first ever “Race the Cog— Winter Edition”! Inspired by our annual “Race the Cog” foot race every June, the cold weather version will feature competitive alpine and telemark skiers and snowboarders skinning up the hill behind (yes, they’ll be behind) our train. Theoretically, they’ll be attempting to beat our race train to Waumbek Station (yeah, right). In reality, it sounds like most of the participants will continue up to Jacob’s Ladder and beyond for a longer and more challenging backcountry run. In any event, our guests at Waumbek Station will get a front row seat for all of the huffing, puffing and schussing, all day long!

The “race” train goes up at 10:15, with continuing service every 75 minutes until 3:00. Visit the official race website at <https://nerandorace.blogspot.com/p/race-venue-race-cog-at-mt-washington-nh.html?> **NE Rando Series:** Race Venue: “Race the Cog -- Winter Edition!” at Mt Washington NH - Inspired by the summer trail running race: Whether you’re racing “seriously” on skimo race gear, or just out to have fun on any setup with skins and metal edges (whether alpine touring, telemark, or splitboard -- but sorry, no snowshoes), this is your chance to ski (or ride) in un-groomed backcountry conditions along the historic Cog right-of-way, with the full support (just in case) of National Ski Patrol members. The full competitive course will feature multiple laps to slightly above treeline (or higher if weather & snow conditions cooperate), with an additional competition within that to see who can beat the Cog to Waumbek Station on the first ascent.” The NE Rando Race Series: a series of Olympic/ISMF-format skimo/rando races in the Northeastern U.S. with twelve different venues since the 2008-09 season across Vermont, New Hampshire, Massachusetts, and Maine!”

- Mt. Washington Cog Railway FB page - Wed, Feb 12, 2025



Holderness Elementary School Weather Field Trip February 7, 2025



*All Aboard: For frigid field trip where a snowy boulder becomes your workstation and a Mesonet station checks your work. (2025)
- MWCR photos*

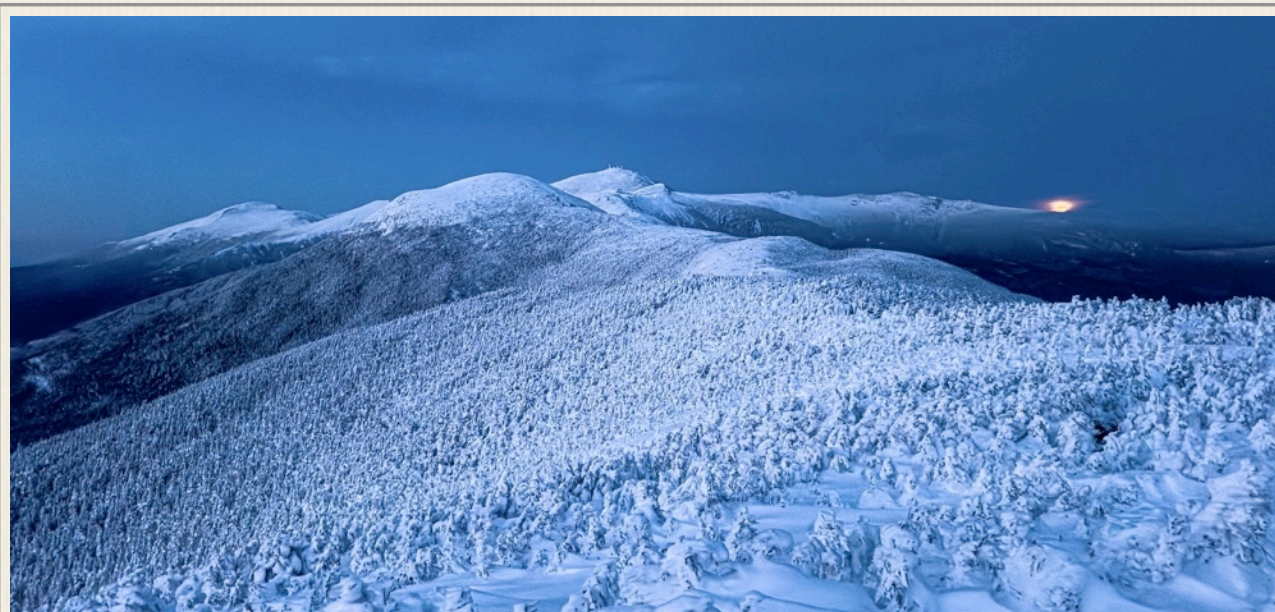


Getting Answers: Any wind at Waumbek Station where Brakeman Terry takes a question and a yardstick becomes your friend.



Do It Some More?: Maybe, if there's a warm fire and marshmallows to toast. In any event a Friday field trip to escape(?) the classroom is always fun!





Presidential Moon: “Mount Washington and the southern Presidential Range last night (2/13) at dusk, with the full Cold Moon rising to the northeast. - The Notch Hostel taken at Mount Pierce Summit”. (2025)
- Notch Hostel Collection

February 13th

Wind Stop: “SERVICE ALERT, THURSDAY FEBRUARY 13: All trains are canceled today due to heavy snow and high wind speeds. Regular service to Waumbek Station will resume tomorrow at 9:00.” **Don Gimbel:** “The Cog” Wind Speed 100MPH, “We will be back tomorrow” Avalanche, “We will be back running trains tomorrow” etc. You guys are resilient !

Why everyone loves The

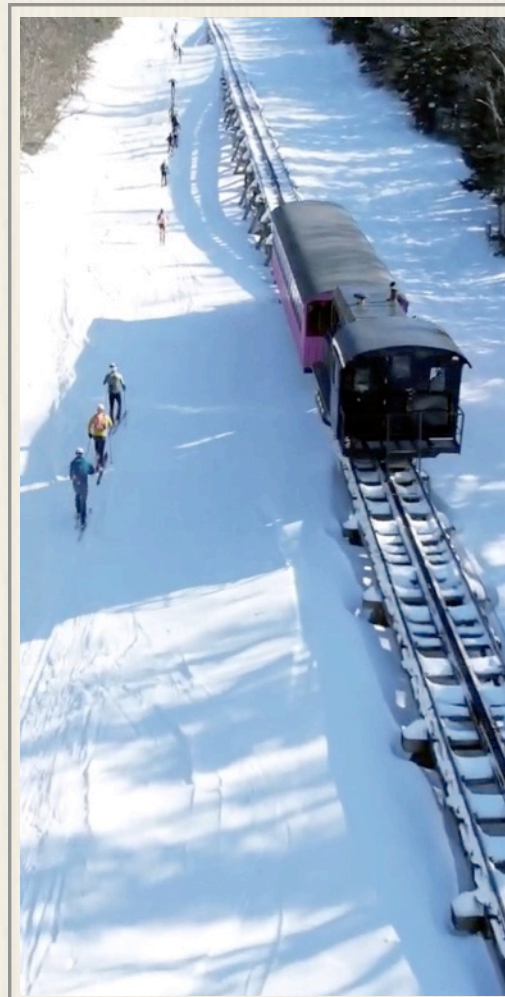
Cog.” **MWCR** on “resilient”: “That is one of the words that came to mind this morning... among others” **Gimbel:** “You folks just get up in the morning and put your boots on. Symbolic of American values.”

- Mt. Washington Cog Railway FB page - Thu, Feb 13, 2025

February 15th

Race the Train - Winter Edition: “On Saturday, a bunch of skiers attempted to beat our train up to Waumbek Station, skinning uphill. The outcome, as reported by engineer John Stinehour, was as you might expect - “M2 is at Waumbek Station, victorious once again!” **Jonathan Shefftz:** “Sigh, you beat us fair and ... actually, wait, I’m having WADA test that biodiesel blend M2 was running to make sure you didn’t spike it!”

David Clifford: “I bet they beat him on the way down” **NE Rando Race Series:** “David - Correct! (I’ve even beaten the Cog running down in the summer from Waumbek Switch. Up, not ... quite.)”



Skis versus Steel: “Screen grabs from drone footage of race - The start (previous page) - (left above) Early stage above Marshfield - (right above) Catching front runners at the start of Cold Spring Hill (middle above) - M2 powers to and through switch for the win (2025)
- Mount Washington Cog Railway drone video



Enhanced Sunrise: “While it’s snowing hard here, I’m looking back at yesterday’s (2/15) sunrise - one of those mornings that felt like a gift. The first light hitting Mount Washington as the sky shifted colors was incredible to witness, and being out there in the -1°F cold definitely made me feel alive. I used a 5-bracket exposure to balance the bright sky and shadowed ridges, bringing out more detail. Every morning in the mountains is different, and I’m always grateful when it all comes together like this. While the final image doesn’t match the naked eye’s view, my goal is to convey and amplify the emotional and visual impact of the experience. at White Mountains National Forest - **Shot Details:** February 15, 2025 / Time: 6:31 AM / Location: Presidential Range and Mount Washington / Exposure Bracketing: 5 frames (1/15 sec to 1/100 sec) / Aperture: f/2.8 / Focal Length: 70 mm ISO: 100 / Steinberg Editing
Note: My edits enhance colors and textures to reflect how the moment felt to me..

- Gal Steinberg Photography via Meredith, NH FB page

Jonathan Hall: Ryan and Wayne, NEXT YEAR (this should be an annual event!) would you please set up a watch party at Waumbek with a cash bar, and allow ticketed passengers to hang out and take a later train down. After race festivities at Cellis should have been at the Cog IMHO”..

-MWCR Facebook page - Mon, Feb 17, 2025)

February 18th

Outdoors: “Since 1869 the Mount Washington Cog Railway has carried thousands of people to the summit of the highest peak in the northeast. It is always a memorable experience as the train climbs amazingly steep grades averaging 26 percent, often over trestles high above the ground. This winter you can ride the train up the mountain to Waumbek Station at an elevation of 3,900 feet for a most unique adventure. Last week Linda and I boarded the Cog for our first winter trip to Waumbek Station. It truly was enjoyable and added to the many ways we have been on Mount Washington. As the trip only takes an hour with 25 minutes spent at the station, it can fit most anyone’s schedule. Five trips on weekdays and six on weekends offer plenty of options. The biodiesel-powered trains leave the Marshfield Base Station at an elevation of 2,700 feet and climb effortlessly to Waumbek Station, where a warming hut awaits with hot coffee and hot chocolate to warm the body. Outside is a fire pit where you can toast marshmallows or cook hotdogs or brats. The latter can be purchased at the base and come with the meat, a bun, chips, a cookie and a Coke or water which you carry on the train. It seems that taking photos by the train and of the surroundings was the major activity. Everyone was having fun and chatting with newly met friends. Far too soon it was time to board for the trip back down. At Waumbek and on the ride down, the talk most often was how memorable the experience had been. There is no better advertisement than word of mouth and I’m sure friends and family are being told they need to ride the Cog. I would encourage anyone who wants a new and exciting experience to ride the Cog this winter. Be sure to leave enough time before or after to visit the museum at Marshfield and learn about the history

**BY GARY
W. MOORE
Contributor**



Your Coach Awaits: “Breast cancer survivor Linda Moore on platform of Cog Railway car dedicated to breast cancer awareness. (Feb 2025)
- Moore Family Collection

2025

of the cog. Don't miss the video narrated by my old friend and colleague Will Lange of *Windows to the Wild* fame. Linda and I have climbed Mount Washington on foot, in my case from several different directions, taken the Cog several times in the warm months and taken a snow coach up the Auto Road to treeline in the winter. I have also ridden a motorcycle to the summit. Each time on the mountain was memorable as was last week's."

- St. Johnsbury (VT) Caledonian-Record - Tue, Feb 19, 2025 pgs. B1 & B2

February 19th

Cog Board of Directors Meeting: "Ryan Presby takes over as president of the railway. Lawyer Earl Duval becomes secretary. Wayne Presby retains role as treasurer of the Corporation."

Coös County Planning Board: The Coös County Planning Board will meet on February 19, 2025 at 6:00 p.m. at the North Country Resource Center - 629 Main Street - Lancaster, NH - CANCELED.

February 23rd - 28th

Big Kid's Week: "Mark your calendars, all you train-lovin' New Hampshire Coggers- Big Kids Week is coming! From February 23-28 (NH School Break week) EVERYBODY, regardless of age, rides The Cog up to Waumbek Station at the kid's regular ticket price of \$38! All you need is a valid New Hampshire ID to get the special rate. Even our own Big Kid, Trainmaster Andy, is getting fired up for this special offer! Use the secret code "nhvacation" at checkout for online ticket sales (don't tell your brother-in-law in Massachusetts). Discount tickets must be collected at our ticket desk with valid New Hampshire ID."

- MWCR Facebook page - Sat, Feb 15, 2025

February 24th

Steep & Deep: "Trainmaster Andy sez "steep and deep, my friends."

Andy (Vilaine) and crew (*Josh Bisshop & Jacob Gochie*) are on a mission today to clear the tracks to the summit. Trainmaster Andy also sez "don't forget - it's Big Kids Week at the Cog!" All New Hampshire residents (with valid ID)

ride The Cog at a steep discount!!" **Kevin**

Madore: "That looks like a great way to spend a morning. Pretty day, but likely pretty cold up there. Just out of curiosity, how often do you folks plow to the summit? Is that a regular thing in mid-winter?" **Andy Vilaine:**

"Kevin -every few weeks to stay up with the storms" **Faith Boisvert:** "Made it to the summit!!" **Andy:** "Faith

- we did" **David**

Pillsbury: "That is



so awesome videos and pictures are excellent love that place and love the cog thanks for sharing stay safe." **Darlene Marie:** "Steep and very deep snow is right! Hope to visit this year!" **Geoffrey A. Bechtold:** "Are you going again?"



Open to passengers?” **Vilaine:** “Geoffrey - no passenger service to the summit until May, just keeping the line open for special operations, rescues, and so the drifts don’t become untenable.” **Bechtold:** “Andy - I thought so, just checking. I have a couple unused rides. The skiing must be fantastic on the side!” **Nick Goodwin:** “Looks good! So we’re starting summit trips this weekend right?” **Mount Washington Cog Railway:** “Nick - just get yourself up there on Saturday to meet the 9:00— you’re on the schedule to deadhead back down to Marshfield.” **Goodwin:** “I’ll be there! Don’t leave me hanging this time.. I don’t think my flip flops would survive the trip back down.” **MWCR:** “Nick - if you get to the summit a little early and want to warm up before the train gets there, just bang on the door - they might let you in.”

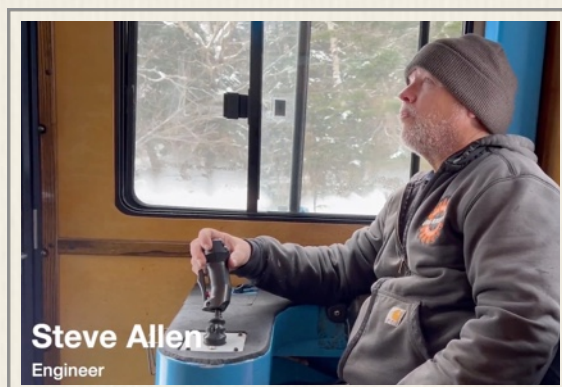
- Mt. Washington Cog Railway FB page & Andy Vilaine FB page - Mon, Feb 24, 2025 (photos by Andy Vilaine)

February 28th

Track Clearing Yields Video: “Happy Friday, Cog-gers! We thought you might want to take a track-clearing ride with us all the way up to the windy, frigid summit of Mount Washington – check it out!

www.youtube.com/watch?v=G9kpbj77GPE **Andy Vilaine:**

“Want to see the chronicles of a ripe summit snow blowing adventure with wind gusts to 100 mph?”



Dave Moody:

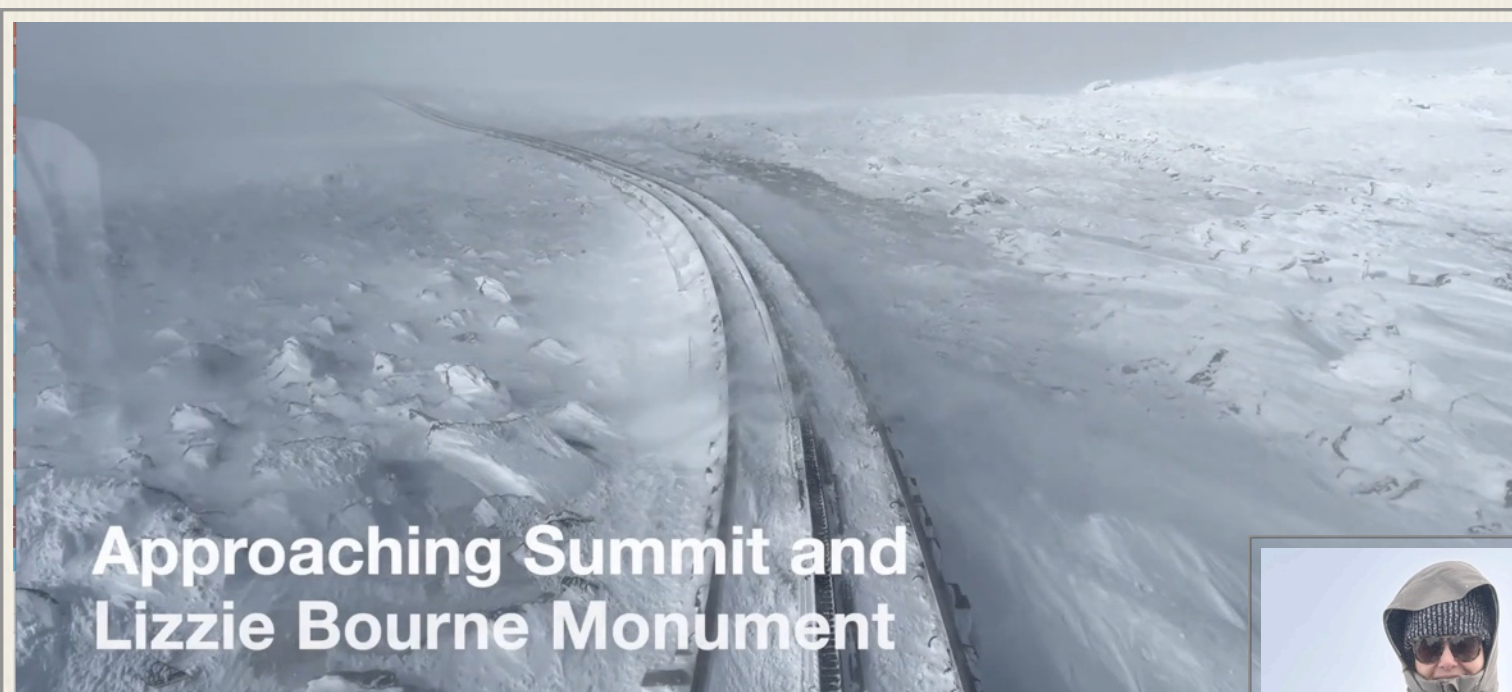
“Steve needs a shave !” **Vilaine:** “Dave - winter grizzled” **Erich Kenison:** “Been there” **Paul Forbes:** “I’ve done some brutal runs in the past in steam engines, but none that bad! Great video” **Dakota Noel:**

“Trains run year round” **Evan Walsh:** “Awesome!! Not open to the public in the winter though correct?” **Mount Washington Cog Railway:**

“Evan - Correct. And you wouldn’t want it to be!” **Walsh:** “Mount Washington Cog Railway - I’m an adventurous guy, I’d do it if I got the

offer. My father was ski patrol for the Inferno race back in the day, and his friend Paul Harvey’s construction company built the observatory.” **MWCR:** “Evan - we should clarify that - the summit isn’t open to visitors in the winter, but we run trains every day all year long. We have our winter station at 4000’ that is much safer and quite a bit more pleasant!”

- Mt. Washington Cog Railway & Andy Vilaine Facebook pages - Fri, Feb 28, 2025



Gov Kelly Goes Catting: Governor Kelly Ayotte: “I am so excited to have Joe (NH’s first gentleman) with me today for a snow cat trip up Mount Washington with Mount Washington Observatory! Looking forward to learning more about the operations at Mount Washington State Park.” **Starr Dimond:** “That’s Awesome - Enjoy your day.” **Jaime Oesterle:** “Nice to see you out there with the people! Keep up the good work!” **Gorham Gal:** “It’s a blast going up there (sometimes literally)” **Nancy**





Greenwood: “National Parks are losing their money and employees, are our contracts safe?” **Gov. Ayotte:** “We had so much fun touring the Mount Washington Observatory and meeting the Mount Washington State Park team! (I’m) grateful for all they do to showcase this beautiful place.” **Jodi Shaffer Nelson:** “Did you get to meet Nimbus the cat?” **Gov. Ayotte:** “So glad it cleared up so we could take in the amazing view of our great state!” **Carolyn Ogren:** “What will this lovely view look like in a couple more decades Governor Kelly Ayotte when the oligarchs and oil tycoons have gotten trillions more in tax cuts and the world is another centigrade warmer. What will you tell your children when they ask you, ‘Gee mom you could have done something to preserve that view for us. But ya didn’t.’ Just wondering...” **J.R. Greenman:** “All that you see before you is the land of people you are failing to protect. A true Leader stands for Justice and the Law.” **David Zippin:** “Appreciate that you appreciate the beauty of our state!” **Bill Langer:** “(The weather) can be a roll of the dice up there.

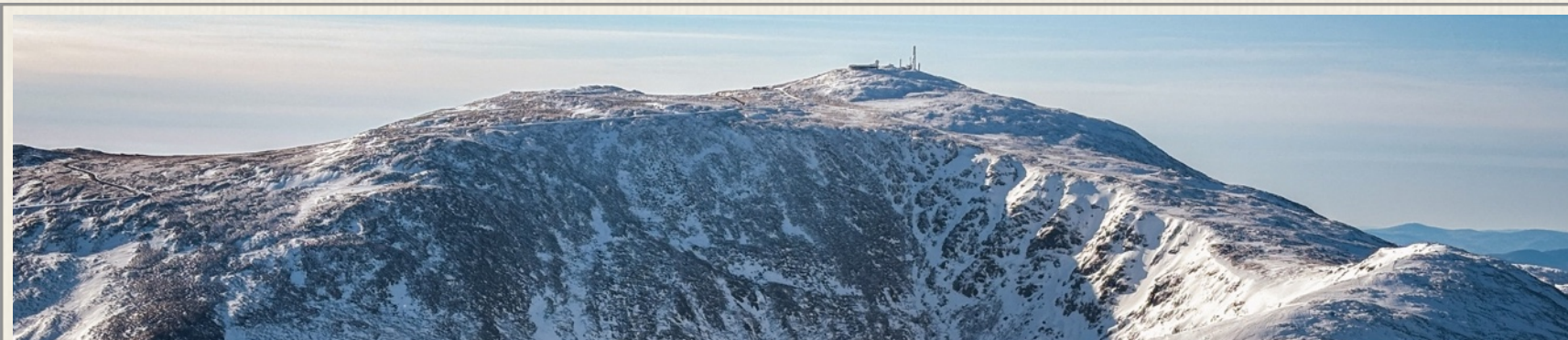
But good for you, you hit it.” **Mt. Washington Observatory:** New Hampshire Governor Kelly Ayotte visited Mount Washington today (2/28) to tour our weather station and meet with our summit partners, including New Hampshire State Parks, Mount Washington Cog Railway, Mt. Washington Auto Road, and Appalachian Mountain Club. Together we discussed the dynamics of extreme weather, tourism and economy, infrastructure, and more, while experiencing win-

ter conditions on Mount Washington. Governor Ayotte experienced 70 mph winds with her husband Joseph Daly and Mount Washington Observatory Executive Director Drew Bush on the top of our instrument tower. Thank you to Kelly Ayotte and team as well as our partners for making this day possible.” **Ayotte:** “Great



to hear from the teams at the Mount Washington Cog Railway and the Mount Washington Auto Road about their plans and operations. Everyone is gearing up for a busy summer of visitors to our beautiful state!” **Dave Holmander-Bradford:** “Except Canadians are canceling planned trips like lightning” **Bob Connors:** “Presbys are the best!”

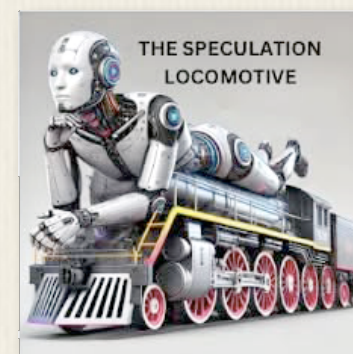
- Governor Kelly Ayotte & Mt. Washington Observatory Facebook pages - Fri, Feb 28, 2025



Presidential Traverse: Brandon Poulin: “Another amazing day (3/12) in the White Mountains! Trails consisted of hard-packed snow, ice, and rock. Spikes were all that was needed and the snowshoes stayed on my pack for the entire day. Contended with 50-60 mph winds early morning (Mt Madison & Adams were relentless) then 30-40 mph for the remainder of the hike. Skies remained beautifully clear for 99% of the day. Completed in 8 h 52 min. Happy to have squeezed this one in before the season comes to an end. 19.10 miles, 9,000 ft Elevation Gain” (2025)
 - Brandon Poulin photo via Kevin McKinney / MWCR: We Worked There FB page - Mar 14, 2025

March 11th

Wayne Presby Podcast: “Good morning Coggers! Many of you know our owner, Wayne Presby, thru his 40+ year stewardship of the Cog Railway. Like visionaries everywhere, he’s always known that the future is going that-a-way, regardless of whether we’re comfortably on board or just trying to hang on for dear life. Something you might have missed about Wayne is his new (*YouTube*) podcast, *The Speculation Locomotive*, exploring his deep interest in electric vehicles, artificial intelligence, robotics and other forward-looking technologies. But in his most recent episodes, Wayne brings his tech talk home, literally, to everyone’s favorite little old mountain-climbing Cog Railway. If you’re interested in the backstories behind some of Wayne’s major initiatives to modernize the railway, you’ll want to tune in to episodes 8 (featuring a fascinating interview with mechanical engineer Al Laprade) and 9. And don’t forget to like, comment and subscribe!”



- Mt. Washington Cog Railway FB page - Tue, Mar 11, 2025

March 14th

Mt. Washington Commission: 2025 proposed meetings are scheduled for March 14, Mt. Washington Observatory headquarters, North Conway at 10 a.m. **Cog Clatter reports:** “The Mount Washington Commission finally heard some preliminary findings from a consulting group doing an environmental assessment of the sixty-acre summit of New England’s highest peak. The Commission’s new 10-year master plan for the Mt. Washington State Park was the reason the Legislature appropriated up to a million dollars for the study that started last October. Last month, the Commission quietly complained that they felt left out of the study, while the



Tighe&Bond group worked closely with the State Natural and Cultural Resources Department (DNCR). The State wanted a comprehensive review of their buildings and structures atop the mountain. The first hour of the Friday (3/14) briefing at Mt. Washington Observatory Headquarters in North Conway did focus on those main structures. The Sherman Adams Building was found to be in generally good condition, but its roof is “ending its useful life” with leaks that need fixing and some concrete walls that need patching to keep the structure’s re-bar from rusting. Inside... restroom capacity meets New Hampshire building code but isn’t able to meet the surge of passengers when the Cog trains arrive. The consultants warned fixing the problems may trigger new code requirements for air handling and sprinkler coverage. The Tip Top House renovation continues, and the Yankee Transmitter Building remains problematic and not con-



nected to the new summit sewer system. The consultants determined the burned out WMTW-TV building's foundation could be reused for a new structure. Two of the fuel tanks in a 1945 tank farm of out-of-service, and the rest were deemed okay with moderate corrosion. Tighe&Bond then turned to their preliminary environmental assessment findings. Their catalog of alpine plants, site status, and outline for further study this summer eased some members fear that their environmental assessment had been usurped. Longtime Auto Road representative Howie Wemyss told the group he was initially concerned. "Here we go again" he said. However, Wemyss said Tighe&Bond's environmental presentation was more of what he was hoping for. He and Commission vice-chair Rob Kirsch suggested Tighe&Bond reorder their next presentation

to put the "environmental assessment" material up top. State Capital Projects Director Albi Fioravante admitted he was responsible for Tighe&Bond's presentation order. State Parks Director Brian Wilson told the group this was his last meeting as he was returning to Connecticut after taking over for Phil Bryce in October 2022. Bryce is now a public member on the commission. Wilson said he had "learned so much about the cooperative management of such a place" where private interests are a key part of Summit operations. "It is completely different from all our other state parks," said Wilson who has come to agree with former Director Russell Tobey's observation from when the State Park was being created in the 1960s that the State should work to "optimize the use of Mt. Washington, not maximize it" for profit.

Forty-eight hours after announcing she would not be seeking re-election in 2026, Senator Jeanne Shaheen sent her staff to the meeting to suggest that Mount Washington seek designation as a UNESCO World Heritage site. Shaheen's staff said she could help in her remaining time in the senate as ranking member on the foreign relations committee, but it would be up to the Mt. Washington area to organize and make the application to join Yosemite, the pyramids, the Statue of Liberty and Machu Picchu in Peru. Commission lawyer Allen Brooks said the panel probably could not lead the effort but it was "a place to start." The commission will revisit the World Heritage site designation idea at its May 9th meeting"

- Cog Clat-

ter - Mon, Mar 17, 2025



The Mount Washington Cog Railway in New Hampshire runs year-round, offering winter round-trips partway up the mountain to Waumbek Station, where hot refreshments are provided. (2025)
- Mount Washington Cog Railway

New York Times Travel Section: "Good afternoon (3/14) Coggers, and a big tip o' the lid to our buddies down at the *New York Times* for recognizing your favorite little old first-in-the-world mountain climbing cog railway as one of 6 spectacular NORTH AMERICAN train trips - read all about it!" - **NYT:** "6 Spectacular North American Train Trips - The trains are destinations in themselves, offering a mix of spectacular sightseeing, onboard dining and glorious open-air observation cars. In the 19th and 20th centuries, railroads revolutionized transportation in North America, permanently accelerating the pace of travel across the continent. Today, many of those railroad tracks host an assortment of historic excursion trains, inviting riders to slow down and enjoy a grand day out. The trains below are destinations in themselves, offering a mix of spectacular sightseeing, onboard dining and glorious open-air observation cars. They traverse

deserts, mountains, forests and canyons, pulled by diesel and steam into parts of nature reachable only by rail. They're rolling lessons in geology and ecology, not to mention history. Most are accessible, none costs more than \$150, and each offers a window into the diverse beauty of this continent. **ONTARIO, CANADA** - Agawa Canyon Tour Train; **CALIFORNIA** - The Skunk Train; **WEST VIRGINIA** - Potomac Eagle Scenic Railroad; **SINALOA & CHIHUAHUA, MEXICO** - El Chepe; **COLORADO** and **NEW MEXICO** - Cumbres & Toltec

Scenic Railroad; NEW HAMPSHIRE - Mount Washington Cog Railway - P.T. Barnum called it “the second greatest show on Earth” when it opened in 1869, but the Mount Washington Cog Railway is brimming with superlatives. *(Ed note: Barnum’s quote was originally about Mt. Washington itself, but got misappropriated over time.)* It’s the second-steepest railway on the planet, as well as the world’s first mountain-climbing cog railway, which uses a rack-and-pinion system to ascend the highest peak in the Northeast. Its summit - a subarctic tundra - has been known to see record weather events, like the highest surface wind ever directly observed (*231 miles per hour, in 1934*) and temperatures as low as -47 degrees Fahrenheit (before wind chill). Yet, the “Cog” runs year-round, offering hourlong winter round-trips from Marshfield Base Station (*2,700 feet*), partway up the mountain to Waumbek Station (*3,900 feet*), where hot refreshments are provided and firepits are s’mores-ready. From May to October, trains depart hourly for the summit (*6,288 feet*), where riders can explore the Tip Top House, the original summit hotel (now a museum - *Ed note: actually the second summit lodge*). Biodiesel locomotives power most trips, but some are still pushed up the mountain by coal-fired steam engines; tickets range from \$52 in winter to \$99 for a steam-hauled *(Ed note: pushed)*, three-hour round-trip in summer.”

- Mt. Washington Cog Railway FB page - Fri, Mar 14, 202



March 15th & 16th

No. 9 Season Prep: *Paul Forbes:* “My office for a couple of days *(left)*” **Kevin Madore:** “Can't think of a better place to spend a couple of days....” **Jitney Jr:** “New tender under construction? Or new wooden platform under existing tender?” **Forbes:** “New wood - Worked on Cog Railway steam locomotives this weekend. Stepped outside of my usual woodworking machines and materials into the world of steel! *(right - using the milling machine to enlarge holes for part to new cylinder cocks)*” **Jon Sykes:** “Kids playing with their favorite toys” **Mark Sodergren:** “Some great help *(next page)* the last couple days. Thanks Paul Forbes” **Charley Kenison:** “Is that Allen *(Haggett)* working with Paul?” **Forbes:** “Charley - yes” **Kevin Ma-**



dore: “Keep ‘em steamin’!” **Sandra Forbes:** “Nice, I don't see a desk!” **Paul Forbes:** “...and you won't!” **Kei Fabrication:** “Says the retired guy...”

- Paul Forbes Facebook - Sat, Mar 14 & Sun, Mar 15, 2025



Installing New Parts: Allen Haggett (L) & Paul Forbes (R) working on No. 9's cylinder cock control mechanism. (2025)
- Cookie Sodergren photo

March 19th

Coös County Planning Board: The Coös County Planning Board will meet on March 19,



Worm Moon: “Standing 39.4 miles (63.4 km) from the peak of Mount Washington’s, the Presidential Range in New Hampshire’s White Mountains glowed beautifully with an alpenglow. The worm moon, the full moon of March, rose above them (3/19), casting its light on the fresh snow below.” (2025)

- William Wright photo via u local New Hampshire FB page

2025

2025 at 6:00 p.m. at the North Country Resource Center - 629 Main Street - Lancaster, NH



Weather Rescue: Marin MacDonald (L) and Mees Franssen eagerly fixing the broken mesonet at sunset / Our mesonet station bent in half with its anemometer on the ground / A day later (2025)
- Mt. Washington Obs photos above / Andy Vilaine photo right



Mesonet Down!: “Two of (the Mt. Washington Observatory’s) current winter interns, Mees Franssen and Marin MacDonald, ventured down to one of our new mesonet stations along the Cog yesterday (3/19) to fix

it and were surprised to see the extent of the damage. The weather conditions were so extreme during one of our recent storms that it bent the pole on which our instruments were mounted entirely in half. They did their best to fix the station but had to resort to wrapping it up to prevent any further damage while we wait for the parts to repair it.”

Andy Vilaine: “Yeah it took it hard! (right)”

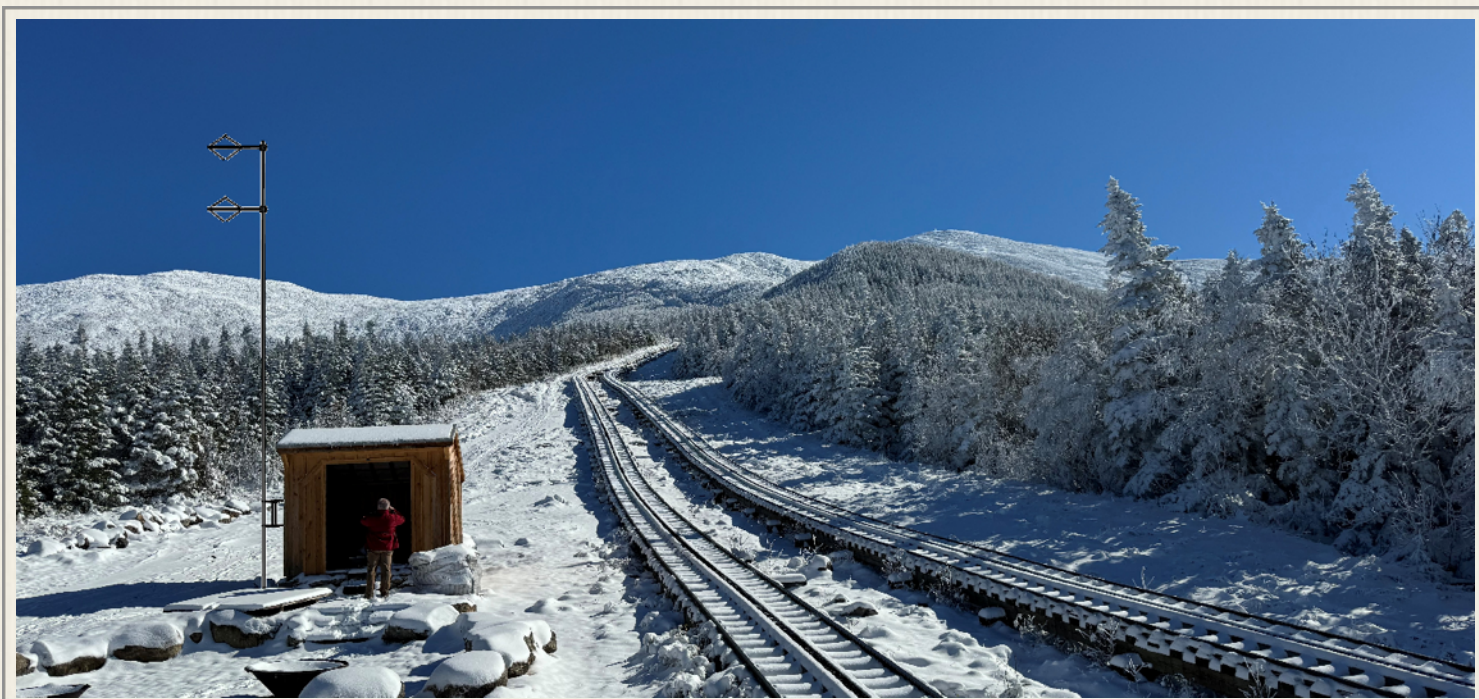
- Mt. Washington Observatory Facebook page - Thu, Mar 20, 2025



March 19th

Waumbek FM Antenna Tower: “Coös County Planning Board clerk Mark Brady has approved the zoning permit to Lakes Media New Hampshire for the installation of a “35 Pole with 2 FM Antennas for Mountain Country 97 Radio Station” at Waumbek Station along the Mount Washington Cog Railway (*proposed tower illustration below*). In addition to the 2 FM Antennas, Lakes Media will install an equipment rack on the existing wood storage shed and will connect to the existing electric service at Waumbek Station. Installation must occur within one year or permit will be declared invalid.”

- Cog Clatter reports - Sat, Apr 18, 2025



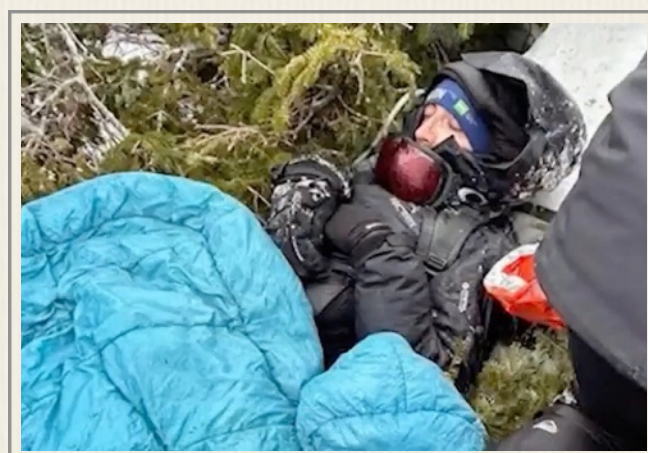
April 1st

That Steams Foolish?: “Good morning Coggers! As many of you know, the driving philosophy at the Cog Railway has always been “Build for the future, but remember the past”. Today we are proud to present what may be the most forward AND backward-looking technological innovation in the railway’s long history. We have converted MW9, one of our vintage steam locomotives (*c. 1908*) to FULL ELECTRIC POWER. MW9-X, as we’re calling her, is an exciting joint venture between The Cog, battery behemoth Eveready, and the model railroad pioneer Lionel Corporation. Eveready is providing an industry-leading, rechargeable and easily replaceable energy storage solution, one that will eventually be powered by a solar panel array mounted on the roof of the engine’s cab. True to the battery maker’s tagline, they promise that the reinvigorated locomotive will just “keep going and going...” The purists among you will be relieved to know that thanks to Lionel, you’ll continue to enjoy the same sights and sounds you’ve always loved about steam railroading, but without all the nasty airborne particulates and finicky maintenance issues plaguing the original. An amplified version of their best-selling Compact Sound Module (originally designed for their 0 Gauge model locomotives), is wired to a loudspeaker discretely hidden in the former boiler. As a result, a digital library of authentic railroad sounds recorded from sources as disparate as Thomas the Tank Engine and the Union Pacific’s “Big Boy” will soon echo across Mount Washington’s ridges and ravines. And to complete the old-timey illusion, we’ve loaded up on 55-gallon drums full of Lionel’s patented, non-toxic Smoke Pellets, which will ensure that a billowing black cloud will accompany every up-mountain excursion, just like back in the good old days. Caleb Gross (*left in photo above*), The Cog’s chief mechanical engineer, has been our point person for the retrofit, incorporating the same elegant system design and programming he brought to our beloved diesel fleet. Veteran steam engineer Cookie Sodergren (*right in photo*) recently put the 9-X through her paces on our newly upgraded shuttle track. Even though the power plant was juiced by nothing more than a 100-foot Harbor Freight extension cord plugged into shore power, Cookie reports that the testing was “exhaustive”, the performance was “impressive”, but that the operating ergonomics “are going to take a little getting used to”. God willing, MW9-X makes her inaugural passenger run to the summit on June 31.” - *Mt. Washington Cog Railway FB page - Tue, Apr 1, 2025*



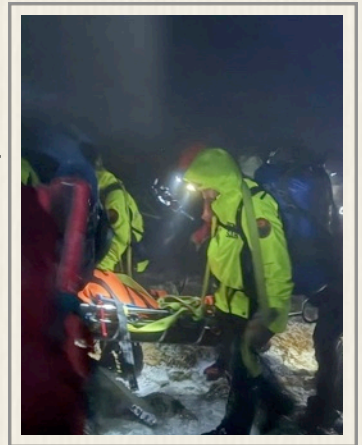
April 5th

Jewell Trail Rescue: “Good morning Coggers – There was another heroic hiker rescue operation Saturday (4/5) night, jointly conducted by NH Fish and Game officers, and volunteers from Androscoggin Valley Search and Rescue, Pemigewasset Valley Search and Rescue, and Mountain Rescue Services. The Cog provided transportation for the team and the injured hiker to and from Skyline, which was the closest point on our tracks to where the incident occurred. As late night, cold-weather rescues go, the conditions were utterly brutal. But thanks to the combined efforts and cooperation of all concerned, we were able to bring everyone down quickly and safely, and the injured hiker was rushed to the hospital. If one was necessary, it’s yet another re-



*Injured hiker William Tessier awaiting rescue. (2025)
- Mathieu Denis photo via WMUR*

minder that no matter how well-prepared you may be, accidents up here can have deadly consequences. Once again, our hats are off to these folks who put themselves in harm's way at a moment's notice – they literally embody the line between success and tragedy. / NH Fish & Game: “Conservation Officers, volunteers from Androscoggin Valley Search and Rescue (AVSAR), Pemigewasset Valley Search & Rescue (PEMI SAR), Mountain Rescue Services (MRS), and a COG Railway personnel responded to a call of a hiker with multiple injuries off the north side of Jewell Trail, not far from Mt. Clay, Saturday afternoon. The hiker had reportedly slipped and fallen in the icy conditions and slid several feet off trail before striking an object. The hiker identified as William Tessier, 29, from Carignan, QC was descending after summiting Mt. Washington and was hiking with 4 other companions. The incident occurred at approximately 3:45 p.m. and a call for help was made by Tessier via 911. Fish & Game reached out to the Cog Railway for assistance in relaying rescuers up the train tracks to where the Westside Trail crosses the tracks known as Skyline. The Cog has always been willing to help in every rescue situation and this time they provided a train which saved rescuers from having to hike nearly 3 miles up the Jewell Trail in rain, icy and windy conditions to access Tessier. “Once



*Clockwise previous page: Tessier in litter - carry begins / Continues / Moving Gulfside trail / Back to the tracks (2025)
- Rusty Talbot photos via WMUR*

we got above the tree line, the winds were rattling the whole train,” Rusty Talbot, captain of the Pemigewasset Valley Search & Rescue said. The Cog took rescuers up the tracks in two separate groups. Rescuers still had to hike nearly a mile encountering high winds and icy conditions across the ridge above 5000 feet

elevation the whole time. The first rescuers arrived at Tessier at 7:24 p.m. They treated him for a leg injury, shoulder injury and hypothermia. After treating him, he was placed in a litter and carried uphill back across Gulfside Trail to Skyline. This was a herculean task: 20 rescuers took turns carrying Tessier uphill into 40 to 60+ mile per hour winds across ice covered rocks. There were injuries suffered from rescuers in this task. Fortunately, the rescue crew made it to the train at 10:15 p.m. without further incident. Tessier and the rescue team arrived at the Base Station at 10:45 p.m., where he was transferred into the Twin Mountain Ambulance and transported to Littleton Regional Healthcare for treatment. Without the dedicated SAR volunteers from AVSAR, PEMI SAR, MRS and the Cog Railway's willingness to help, this rescue mission would not have gone as well as it did. “Even though it seems like a long period of time before he got back down to the ambulance without their assistance, that would have taken much, much longer for our volunteers to hike up the two and a half miles to the patient and then again hiking back down in those conditions,” said Sgt. Heidi Murphy with



New Hampshire Fish and Game. The weather was terrible and the conditions were potentially life threatening, but each group responded to the call for assistance and endured less than hospitable weather conditions to save the life of this hiker.” **Jonathan Hall:** “IMHO NHFG recent decisions twice to carry SAR victims above treeline, from the vicinity of Jewell Trail on Mt Clay, double-file 6-person litter carrying along or near the Gulfside Trail, south across the Rockpile, fully ex-

posed to high W-NW winds above Burt Ravine's headwall, in one case to the summit, and in this case to the Cog, displays Incident Commanders' an insane disregard for rescuers safety. I am a veteran (17-year search & rescue volunteer) of more than one carry-out down Jewell Trail by headlamp (and several down ART), there is NOTHING safe about travel above treeline in these conditions even for an organized group of experienced mountaineers, the rule is GET BELOW TREELINE ASAP, with my most sincere respect for those injured rescuers." - Mt. Washington Cog Railway FB page & WMUR-TV - Mon, Apr 7, 2025 / New Hampshire Fish & Game Facebook page - Sun, Apr 6, 2025

April 11th

Mt. Washington Commission: Scheduled for Friday, April 11, 2025, at 10 a.m. at the AMC Highland Center, Washburn Room (U.S. Rte 302, Bretton Woods) is being CANCELLED. We look forward to seeing you at the next meeting, scheduled for May 9, 2025, at the Omni Mount Washington Hotel (tentative) Sincerely, Torene Tango-Lowy - Email - Tue, Apr 8, 2025 at 10:31 am

April 12th

Big Wind: "TGIS, Coggers! We'll be joining our buddies from the Mount Washington Observatory later this afternoon down at Tuckerman Brewing Company to celebrate BIG WIND DAY! That's right, it was 91 years ago today that a team of weather observers at the summit nearly wound up down in North Conway the hard way, after witnessing a wind velocity of 231 MPH! The gig kicks off at 3:00 today at the brewery, and you're invited! If you're in the neighborhood, stop by and say something about the weather - and don't forget to try Tuckerman's newest adult beverage (officially releasing today) "6288 Stout" - Tuckerman Brewing Company is at 66 Hobbs Street, Conway, NH. The free event runs from 3:00 - 6:00. Hope to see you there!" **David Van Wart:** "porta potties were harmed in the making of this picture... lol" **Morris Root:** "Sad to say, a trip to Conway is not in today's schedule: "6288 Stout" is almost persuasive..."



after witnessing a wind velocity of 231 MPH! The gig kicks off at 3:00 today at the brewery, and you're invited! If you're in the neighborhood, stop by and say something about the weather - and don't forget to try Tuckerman's newest adult beverage (officially releasing today) "6288 Stout" - Tuckerman Brewing Company is at 66 Hobbs Street, Conway, NH. The free event runs from 3:00 - 6:00. Hope to see you there!" **David Van Wart:** "porta potties were harmed in the making of this picture... lol" **Morris Root:** "Sad to say, a trip to Conway is not in today's schedule: "6288 Stout" is almost persuasive..."

- Mt Washington Cog Railway FB page - Sat, Apr 12, 2025

April 16th

Coös County Planning Board: The Coös County Planning Board will meet (right) on April 16, 2025 at 6:00 p.m. at the North Country Resource Center - 629 Main Street - Lancaster, NH. AGENDA: 6. Application: a: Notice is hereby given in accordance with RSA 676:4 that the Coös County Planning Board will meet on Wednesday April 16, 2025 at 6:00 p.m. at the North Country Resource Center, 629 Main Street (Route 3), Lancaster, N.H. to review an application for a Lot Line Adjustment between the United States of America – US Forest Service and the Mt. Washington Railway Company in Chandler's Purchase, Thompson and Meserve Purchase, and Sargent's Purchase involving Tax Map 1605 Lots 6, 7, 8, 9, 10, 12, 13, and 14 at 3037 Base Station Road. If the application is accepted as a complete submission by the Planning Board, a public hearing will immediately follow. Discussion/Action.



Cog Clatter reports: "The Coös County Planning Board took just a minute to unanimously approve new boundary lines adding over 30 acres to the Mount Washington Cog Railway's base station Wednesday (4/16) evening. The new lines were part of a land swap in which the railroad purchased 150-acres in Bethlehem sur-



Happy Swappers: (L-R) Cog Railway lawyer Earl Duval, Cog president Ryan Presby, Kevin Tilton, US Forest Service & USFS Lands Manager James Detzel after deal was done (2025)
- Jitney Jr photos / Lewis Family Collection

rounded by the White Mountain National Forest, and then turned that property over to the US Forest Service in exchange for additional 30-odd acres of land around the Base Station. Planning board consultant Tara Bamford said the lot line application by United States of America – US Forest Service and the Mt. Washington Railway Company in Chandler’s Purchase, Thompson and Meserve Purchase, and Sargent’s Purchase was complete. “They have met all my requests,” said Bamford “and I have no concerns.” The Board agreed unanimously and opened a public hearing on the application at 6:10pm. U.S. Lands Program Manager James Detzel said this was the final version of a failed boundary line adjustment brought to the board in 2020. Detzel said the impetus for the adjustment was to have railroad property (including several structures) actually be on railroad land. Cog Railway attorney Earl Duval, who had given the planning board a preliminary outline of the proposal back in December said the next step after the new boundary lines were approved would be a request to zoning change for the Forest Service land the Cog

is acquiring. Currently, it is covered by “Management District (MD)” zoning. The Cog would be seeking a “General Development (GD)” designation. The new map (*next two pages*) shows areas where development could not occur in order to protect the Ammonoosuc River, Franklin Book, and the White Mountain National Forest. The public hearing closed at 6:22pm. The unanimous approval was recorded at 6:23pm.

Minutes: “Application (*for Base Station Lot Line Adjustment -plans begin next page*). Chairman (*Scott*) Rineer (*right*) read the public notice. Tara Bamford reported that the requests were met, there were no concerns, waiver requests were attached and read for the record: • Setbacks and well and septic system locations were not required to be shown on the plan because the boundary line adjustment will add to the distance between lot lines and buildings and other improvements. • Monuments were waived for two locations along the shore of the Wild Ammonoosuc River as they would be in danger of being washed away and the points are otherwise locatable. She recommended that the Planning Board approve the application. A motion was made by Mike Waddell, seconded by Rep. Jim Tierney to approve the application as complete. The motion was passed in the affirmative by voice vote. Chairman Rineer opened the public hearing at 6:10 p.m. Earl Duval noted that in 2020 the Cog had come to the Planning Board for a proposed boundary line adjustment which was not completed. This proposed plan will be an equal value exchange. It is designed to include conservation restricted areas. This exchange was initially discussed at the conceptual discussion at the Planning Board’s December 18, 2024 meeting. Ms. Bamford noted that there is no lot line adjustment in Bethlehem. There being were no additional comments, the Chair closed the public hearing at 6:22 p.m. The Chair asked the Board for any additional comments and there were none. Ms. Bamford had no additional comments. A motion was made by Mike Waddell, seconded by Mike Ouellet to approve the application as presented. The motion was passed in the affirmative by voice vote. The Chair signed the plans (*right*) for recording.



April 18th

Pike’s Peak Lawsuit: “The company that owns and operates the Pikes Peak cog railway is suing the city of Manitou Springs, alleging the City Council has breached a 50-year tax agreement that prevented a financial crisis for the city. “The city’s failure to honor its contractual and financial commitments to (*Manitou & Pikes Peak Railway Company*) despite MPPR’s significant contributions to the city and reliance on the city’s promises has caused MPPR to suffer substantial damages, fees and costs,” the company said in a 10-page lawsuit filed April 8 in El Paso County District Court. The railway is owned by the Denver-based Anschutz Corp., whose Clarity Media Group owns *The Gazette*. Since 1891, the cog railway has brought riders to the summit of Pikes Peak, attracting hundreds of thousands of worldwide travelers every year. Its operation contributes to a significant portion of the Manitou Springs economy, and the city faced a budgetary crisis when the cog shut down in 2017. Months later, Manitou Springs and the railway’s owner entered a 50-year agreement to provide continuous tax revenue to the city, preventing a budget shortfall, the railway company said in the lawsuit. The rail company

New Western Land Boundaries - April 2025

Deed References:

- Civil Act No. 177, condemnation, Conway Lumber Co., et al. to the United States of America dated Feb. 5, 1916, from the files of the U.S. Forest Service.
- Civil Act No. 246, condemnation, The Barron Hotel Company, et al. to the United States of America dated Oct. 16, 1917, recorded Coos County Registry of Deeds Book 187, Page 1.
- Quitclaim deed, Boston and Maine Corporation to the United States of America dated Nov. 6, 1991, rec'd B.788, P.11.
- Highway easement deed, United States of America to the State of New Hampshire dated July 29, 2014, rec'd B.1413, P.433.

Plan References:

- 1914 plan "Mt. Washington Railway Company's Land at Base Station, Exception No. 2 of the Conway Co. Tract 14" by E.R. Merrill, Surveyor, from the files of the U.S. Forest Service.
- Nov. 17, 1981 plan "U.S.A. Forest Service White Mountain National Forest Tract 14 Exception 2" by Hodges & Hayden, Registered Land Surveyors, from the files of the U.S. Forest Service.
- 1916 plan "White Mountain Area Barron Hotel Co. and Bretton Woods Co. located in Bean Grant and the Crawford Purchase" by F.A. Gannon, recorded Coos County Registry of Deeds Book 187, Page 1.
- 1912-1914 plan "White Mountain Area Conway Lumber Company's Tract No. 1" by C.L.M., L.C.M., A.E.H. & F.A.C., from the files of the U.S. Forest Service.
- June, 2014 "Highway Easement Plans for Constructed New Hampshire Public Lands Highway White Mountain National Forest Project NHI PFH WMTN/17 Forest Highway 22 Base Station Road" by U.S. Department of Transportation, from the files of the U.S. Forest Service.

Notes:

- Subject premises are Coos County Unincorporated Places Tax Map 1605, Lots 6,7,8,9,10,12,13, & 14. Existing Mt. Washington Railway Co. lots lie in the General Development District and existing United States of America lots lie in the Management District.
- Boundary evidence and site features near boundaries are per field surveys performed Sept. 2015 thru Dec. 2024, using a Leica TS16 robotic total station, a Leica GS18 GNSS receiver, and a Q.3 Phantom 4 RTK/GNSS, under the direct supervision of Jacob L. Theriault, LLS #1123, and conforming with the technical standards for urban property surveys per the New Hampshire Code of Administrative Rules of the Board of Licensure for Land Surveyors.
- Bearings are grid. Coordinate grid is NAD83 (NAD83) per GPS observations. Divide grid distances by a combined factor of 0.9998528001 to get ground distances.
- Roads, streams, buildings, and other outlying features shown were digitized from aerial photography and USGS LIDAR and should be considered approximate.
- Base Station Road right-of-way is 3 rods (49.5') wide. An act to lay out "a Turnpike Road, four rods wide" was approved July 3, 1838 in Volume 33, Page 296, and layout was confirmed by a report to Governor and Council dated December 29, 1904. Condemnation (Civil Act #246) dated October 16, 1917 and recorded in Coos County Registry of Deeds Book 187, Page 1 excepted "The right of way of the Mt. Washington Turnpike, a strip of land .75 chain wide" through Tract 462, creating the current 3-rod width.
- Tract 14, Exception 3 also reserves the right to collect water from the tanks along its line with wooden spouts and other appliances on the right-hand side of the railway going up the mountain, and to make use of the adjacent land for said purpose to a distance from said railway track not exceeding 600 ft.
- Restrictions on Areas A, B, C, and D will be included in the deed from the USA to Mt. Washington Railway Company.

CURVE	LENGTH	RADIUS	DELTA	CHORD
C1	250.01'	880.83'	167°54'44"	N86°19'43"E 249.17'
C2	287.08'	1125.26'	143°37'03"	S78°14'16"E 286.30'
C3	211.45'	259.75'	46°38'28"	N85°45'02"E 205.66'
C4	171.15'	210.25'	46°38'28"	S85°40'02"W 166.46'
C5	299.70'	1174.74'	143°37'03"	N78°14'15"W 298.89'
C6	101.91'	930.33'	67°16'35"	N88°40'42"W 101.86'

LINE	BEARING	LENGTH
L1	S85°32'25"E	24.17'
L2	S85°32'25"E	90.36'
L3	S70°55'44"E	208.79'
L4	N82°25'48"E	26.14'
L5	N17°57'16"W	51.40'
L6	S82°25'48"W	39.98'
L7	N70°55'44"W	208.79'
L8	N85°32'25"W	114.53'

I hereby certify that this map and survey has been made under my supervision. The date of survey was Oct.-Nov. 2019 and Aug.-Dec. 2024.

Licensed Land Surveyor _____ Date _____

This survey was made as part of the White Mountain National Forest Management Program.

Forest Supervisor _____ Date _____

This plan shows a conveyance of land for the purpose of lot line adjustment and was approved by the Coos County Planning Board at an official meeting held on _____. This approval does not constitute a subdivision. The property conveyed as a result of this lot line adjustment shall not be deemed or considered a separate lot of record, but shall, upon recording of this plan along with a deed executing the conveyance shown, be regarded as merged into and made an integral part of the contiguous lot previously owned by the grantee(s) so that the same shall hereafter be one confirmed single lot of record.

Chairman or Clerk, Coos County Planning Board _____ Date _____



1 inch = 80 feet
(1 : 960)

No.	Revision	DATE	BY

Boundary-Line Adjustment Plan
between the properties of
Mt. Washington Railway Company
and
United States of America
located in
Thompson and Meserve Purchase, Chandler Purchase
and Sargents Purchase, New Hampshire

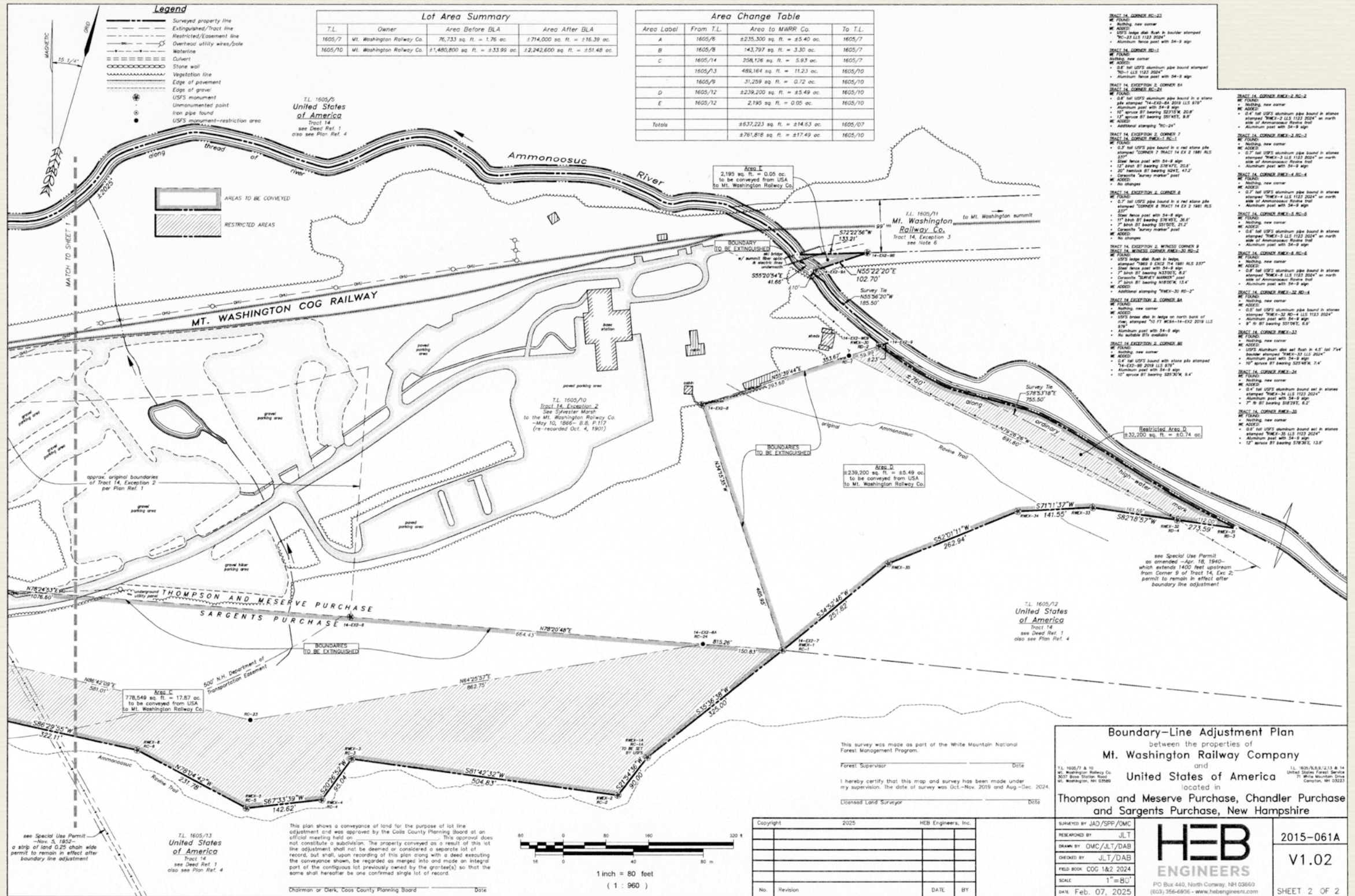
DESIGNED BY	JAD/SPP/OMC
RESEARCHED BY	JLT
DRAWN BY	OMC/J.T./DAB
CHECKED BY	JLT/DAB
FIELD BOOK	COG 1&2 2024
SCALE	1"=80'
DAT	Feb. 07, 2025

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2015-061A
V1.01
SHEET 1 OF 2

2025

New Eastern Land Boundaries - April 2025



V1.02
SHEET 2 OF 2

34

2015-061A
Boundary-Line Adjustment Plan
Mt. Washington Railway Company

agreed to make payments totaling \$1.25 million to the city instead of taxes while it completed the railway's \$97 million reconstruction, which began in 2017 and was completed in 2021. Manitou Springs agreed, from 2018 to 2067, to reimburse the cog railway annual excise tax above \$500,000. In its lawsuit, the railway company said it has met its contractual obligations. It has paid Manitou Springs \$1.75 million, according to the complaint, including its payments in lieu of taxes and an additional \$500,000 to fund off-site parking, a bathroom facility, a traffic study and costly e-ticket upgrades, all requested by the city. Manitou Springs has not met its obligations, however, the lawsuit alleges. The city reimbursed the railway company in 2022, 2023 and 2024; but in December, the City Council

voted not to appropriate more than \$600,000 in reimbursement funds to the railway for 2025, choosing instead to mark that money as "unassigned funds" within the city's general fund, meeting minutes from the council's Dec. 3 meeting show. Six of the seven council members supported that decision, including Councilman John Shada, who sued unsuccessfully in 2018 and 2019 to stop the tax agreement, before he was a council member. "The city's arbitrary non-appropriation decision constitutes a material breach of ... the agreement and also breaches the covenant of good faith and fair dealing, which is implied in every Colorado contract," the rail company said in the lawsuit. "In addition to harming MPPR, the city's non-appropriation decision also harms the city and its residents because it will likely restrict the city's future access to capital." Manitou Springs spokeswoman Cassandra Hessel declined Friday to comment on the lawsuit, citing the pending litigation. The rail company is seeking a jury trial and is asking the court to award it damages in an amount to be determined at trial. No trial date has been set as of Friday afternoon, court records show.

- Colorado Springs (CO) Gazette - Fri, Apr 18, 2025

Cog Like a Bunny!: "Just a reminder, Coggers – we're running our normal Sunday schedule to Waumbek Station on Easter, April 20. And starting today (4/18), you can save 20% on everything in our online gift shop, using code HOPPY20 at checkout."



Visitors arrive and leave at the new loading platform for The Broadmoor Manitou and Pikes Peak Cog Railway in 2021 at the summit of 14,115-foot Pikes Peak. The company that owns and operates the cog railway is suing the city of Manitou Springs, alleging the city breached a 50-year tax agreement between both parties.
- Christian Murdock, The Gazette file



April 19th

Train Crew Orientation: "It's a good Saturday morning, Coggers, because the crews are back! We just wrapped our official train crew orientation (above) a few minutes ago, and it was great to welcome back old friends and to meet some new faces as well. Andy (Vilaine, trainmaster - standing right in photo) and Ryan (Presby, new Cog president - standing left) walked us through the upcoming year's schedule and updated the gang on the many on-

2025

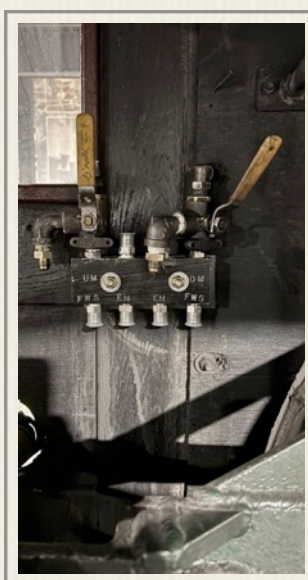
going improvements and upgrades to equipment, to the Base Station property, and the right-of-way. To say we're all raring to go would be an understatement, but we don't have to wait too much longer. The Cog Railway's 156th summit season kicks off two weeks from today, on Saturday, May 3. The State Park visitor facilities up top won't be open until Memorial Day weekend, but you can still beat the crowds and join us for a pre-season ride to the top of New England!"

- Mount Washington Cog Railway Facebook page - Sat, Apr 19, 2025

April 21st to 24th

Tighe & Bond Presents: The 80th Annual Northeast Fish & Wildlife Conference will be held on Monday, April 21 – Thursday, April 24, 2025. The conference host, New Hampshire Fish and Game, looks forward to hosting you at the Omni Mount Washington Hotel in Bretton Woods, NH. The annual Northeast Fish & Wildlife Conference attracts over 500 natural resources professionals in the fields of wildlife biology, fisheries and fisheries management, outreach and education, and law enforcement. The event provides opportunities for education, discussion, and exchanging of ideas. Highlights include: a Plenary Session & Awards Ceremony, Concurrent Technical Sessions & Special Symposia, Poster Session, as well as Social & Networking Events.

- <https://www.neafwa.org/conference.html>



April 22nd

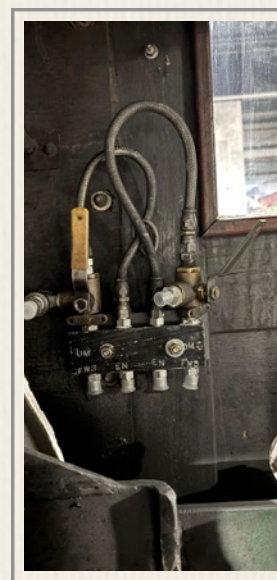
Way Cocks into The Cab: Paul Forbes: "Allen Haggett and I have been working on the steam engines. We fabricated brackets and brought the way cocks into the cab. This will make it much easier and safer to flip the way cocks for the downward trip." (*Fireman side controls pictured left / Engineer side controls right*) **Charley Kenison:** "Nice job guys!" **Dave Moody:** "No one will ever know now if you you forget to flip them !" **Jon Sykes:** "Safety last, built to blast"

- Paul Forbes Facebook page - Tue, Apr 22, 2025

April 27th

Let It Snow!?!: Brakeman Terry Burton posts five videos on his Facebook page showing snow falling at the Base and Waumbek where the work car was parked on passing track. "Sunday morning conditions in my domain," wrote Burton. **Cindy Roy-Post:** "Oh lord!!!!!!!" **Diane**

Marie: "You're back on track!" **Pat Cunningham:** "Still winter up there!" **Paul Herrick:** "Are you a cog in the wheel of success?"



In-Bound Brakeman View: Terry Burton snaps this first day to the Summit view from the Base Road while heading to work. He posts along with his description of the day. (2025)
- Terry Burton photo

May 3rd

Time to Summit: "Tomorrow's (5/3) the BIG DAY, Coggers - our 156th Summit Season kicks off on Saturday, May 3! The State Park facilities at the top are not quite ready to open yet, so we're shortening the layover just a bit so we can run a 90-minute headway. Trains leave Marshfield at 9:00, 10:30, 12:00, 1:30 and 3:00. These first few weeks of the season are always a great way to see the world from 6288' while beating the crowds at the same time."

David Mikael Luoto: "Be there in August to finish a ride up the mountain that my family and I attempted back in 1964. They cancelled the trip because of wind after we sat onboard for about 29 minutes. Can't wait!" **Patti DeWeever:** "I love it up there. Can't wait to return. This time the Cog"

Terry Burton is at Mount Washington Cog Railway: "First day to the summit. 30 degrees, rain, winds gusting to 48 mph. Expecting hail and snow later in the AM. Excited and all geared up, wish me

Fiber Optic Installation 2024-2025



May

White Mountain Cable Celebrates: “Our team (*above*) recently completed a fiber installation project along the challenging terrain of the Mt. Washington Cog Railway in New Hampshire. Our dedicated crew began the project at an elevation of 2,700 feet above sea level and finished just shy of the mountain’s summit peak at 6,288 feet. During the project, approximately three miles of fiber were installed, with the ADSS cable anchored at 1,150 points along the railway. The fiber creates a crucial connection between the Mount Washington Observatory and the Bretton Woods Telephone Company’s network at the mountain’s base. We want to say thank you to our crew for your commitment and resilience in all weather conditions! ... Shout-out to our team members: Carl L., Kyle P., Nathen H., Dennis E., Ayden L., James B., Jamie M., Sean K., Jose A., and COG railway team member, Josh B(*ishop*) for their work on this project!

- White Mountain Cable Construction post - LinkedIn.com



2025

luck...” **Mike Bussing:** “Just your kind of day, Terry. Enjoy” **Paul Herrick:** “Well I guess someone has to do it. Happy Saturday and top of the morning to you. Coffee up my friend. I’m on it on my end as well.”

- Mt. Washington Cog Railway FB page - Fri, May 2, 2025 / Terry Burton’s FB page - Sat, May 3, 2025

May 5th

Suspending Steam: The following was posted on the Cog Web page but was not easily seen no widely circulated: “The Mount Washington Cog Railway announces a delay of scheduled steam-powered excursions for the 2025 season. Recent pre-season preparations revealed steam pressure reductions that would result in significantly slower ascent times, incompatible with the current operational schedule. The temporary suspension of steam service in no way affects our primary operating schedule. Biodiesel-powered trips to the summit will continue to provide passengers with the opportunity to experience one of the world’s great rail adventures. The Mount Washington Cog Railway remains committed to its steam heritage. The Railway intends to reintroduce steam-powered excursions to Waumbek Station during the fall foliage season. Following the 2025 summit season, a comprehensive refurbishment of steam locomotives MW2 and MW9 is scheduled, ensuring their continued normal operation far into the future.”

- <https://www.thecog.com/steam-service-update?>

May 9th

Mt. Washington Commission: meets on May 9, Bretton Woods Ski Resort at 10 a.m. June 13th

Cog Clatter report: “Those directly involved in the Mt. Washington State Park continue to prepare as best they can for what it appears to be an unsettling summer due to fallout from President Donald J. Trump’s directives in his first 100 days. The Appalachian Mountain Club told Mt. Washington Commission members Friday (5/9) in Bretton Woods it has already seen a 35-percent decline in Canadian business due to backlash against the President’s tariff changes while forecasters expected a 20 to 25-percent decline. AMC director Chris Thayer said loss of Forest Service research funding has forced the hiking organization to pivot to other sources, like the University of Vermont to continue the work on the Presidential Range. The Mt. Washington Observatory says budget cuts directed by Elon Musk and his DOGE team removed two AmeriCorps members who organized weather field trips to the Summit on the Mt. Washington Auto Road and Cog Railway. Funding for the Observatory’s expansion of its automated Mesonet weather monitoring stations was also cut. Observatory Executive Director Drew Bush said the group is pivoting as best it can to bring in other private sources of funding to keep things moving forward this summer “even in a year when we don’t know what will happen.” On the Summit, the State Park is moving the new wastewater treatment plant from winter to summer operations and has targeted Friday, May 23rd for an opening.. earlier if possible. That’s good news to the Cog Railway which is now running its trains to the Summit, and the Mt. Washington Auto Road which opened earlier this year than ever before now offering weekend-only trips to drivers. The White Mountain National Forest is also pivoting to deal with budgetary and personnel changes directed by the Trump Administration. Administrator Derek Ibarguen said timber production in the forest will increase to meet the President’s executive order. Normally 12 to 15-million board feet is cut each year. Ibarguen said “we expect to produce a little bit more but still less than what our forest plan calls for.” He said the national forest has fewer staff now but “have a plan to keep our programs going. Everyone is doing the best we can.” The State says findings of the \$700-thousand dollar environmental assessment being conducted by consultants Tighe&Bond will be ready for public feedback during the last week in June. Albi Fioravante says money allocated for an unnecessary energy review is now being used to finish the second part of the environmental work called for in the Mount Washington Commission’s new 10-year master plan. The Commission will meet next month at the Tip Top House with new leadership. Rob Kirsch of the Mt. Washington Observatory will replace Ed Bergeron as chairman who resigned. Public member Chris Ellms of the Bretton Woods Ski Area will take Kirsch’s place as vice chair.”

- Cog Clatter - Sat, May 10, 2025

Minutes: Chair (Ed) Bergeron announced that this is his final meeting, and that Howie Wemyss was appointed by the Governor and Council to replace him as a public member. He called for an election of officers. Mr. Wemyss made a MOTION to elect Rob Kirsch as chair and Chris Ellms as vice-chair; SECONDED by Mr. (Ryan) Presby. The motion PASSES with one abstention. *Master Plan.* Mr. (Albi) Fioravante reported that Tighe & Bond will hold a stakeholder workshop in Concord at the end of June to solicit feedback on the draft summit assessment findings. The visitor survey is being finalized. Members suggested that a second workshop be held in the North Country. Mr. (Chris) Aslin (the Commission’s new lawyer) advised members that, should they

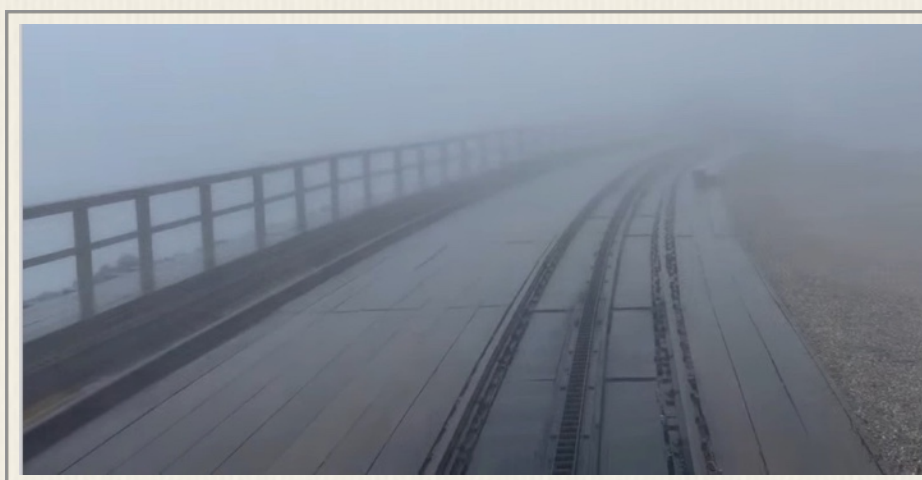
attend the workshops, they speak on behalf of the organization they represent and not for the commission. Phase II environmental assessment work was added to the Tighe & Bond contract using funds from DNCR's energy audit account. The project will include soil and groundwater sampling and analysis. Tighe & Bond will make a final presentation to the MWC at the September meeting. Members asked that the meeting be held in the evening at a larger venue, such as the North Conway Community Center. Cmsr. (Sarah) Stewart said that during the development of the Master Plan members of the public expressed interest in the environmental components of the assessment, the analysis there will provide a context for future needs at the summit. *Park Ops:* The state park is scheduled to open on May 23rd. Staff are busy with the completion of the gift shop expansion, retail inventory, a new food menu board, and computer updates. Two screens will be used to display summer weather conditions and general information. Michelle Cruz, Director of the Division of Travel and Tourism Development, and Janel Lawton, Director of Outdoor Recreation Industry Development, gave a presentation on the Wildly Responsible program that provides visitors with resources to recreate safely and sustainably. The core principles are a) plan, pack & prepare; b) care for others; c) protect and preserve; and d) go have fun. An industry toolkit is available at <https://www.visitnh.gov/wildly-responsible/toolkit> Members appreciated the breadth and depth of resources and information available. They fully support the program and will incorporate links to Wildly Responsible in their outreach programs. Comm'r. Stewart said that much of the trail network is on private land: responsible and respectful use of the trail system by visitors will keep the trails open to the public. Dir. Cruz and Dir. Lawton said that they can share the program's metrics and reporting with the Commission.

Townsquare Media. Mr. Scamman had been busy with renovations in Maine. Their new transmitter is solid. They are planning for a new building on the southeast side of their existing summit building that will have a smaller footprint than the current building. He will bring more information to the Commission for site plan review. *WMNF* Mr. Ibarguen said that operations at the Avalanche Center have been good with regards to public safety. The Forest Service will follow all processes and reviews in compliance with the President's Executive Order to increase timber production. The 12-15M bf/yr is within range of the WMNF forestry plan. He said they will have fewer staff at their visitor information stations and asks for patience. The campgrounds are under concession management. Glen Ellis Falls will open on time. *AOB.* Mr. Kirsch thanked Mr. Ellms for hosting the meeting. He recognized and thanked Mr. Bergeron for his many years of service on the MWC, for his community involvement, and for serving as a MWObs trustee.

The next MWC meeting is scheduled for June 13, 2025, at 10 a.m. at the Tip Top House, Mount Washington State Park.

May 10th

Let It Blow!?!: Brakeman Terry Burton posts a 25-second video on his *Facebook* page wind driven rain sweeping across the Summit platform (*video frame grab right*) with the comment, "Dealing with freezing rain and 72 mph winds at the moment..." ***Tom Doyle:*** "Ahh another typical day on the mountain." ***Judy Pickett:*** "Wow! That's awesome! What a difference a few miles make. Stay safe" ***Celine Desrosiers:*** "Hang in there warmer weather is coming" ***Pat Cunningham:*** "Freezing rain is deadly!" ***Tim Shenko:*** "Be careful up there Terry !! ***Doug Fletcher:*** "Be safe and well Brother!"



May 12th

Boilers Fail: ***Isaak Gibel:*** "Attention sad news i just had a reservation canceled for the first steamer of the year. I called to see what happened and they said that both steamed #9 & #2 are broken. this is a sad day for the community - ETA for return is late June but they're only going to run halfway up. According to who called me from the company." ***Patrick Wilkinson:*** "Both engines are over 100, not entirely surprising." ***Christopher Countryman:*** "Yes. This was announced on their *Facebook* page and website within the past 2 weeks. Neither machine was capable of producing nominal pressure to make it to the summit in a timely basis. Both are to be rebuilt over the next 1.5 yrs." ***Jonathan Hall:*** "Very sad news, indeed. I'm worried Wayne's

new electric train project signals a loss of support for the traditional coal-fired steam locomotives. This day was obviously coming, a year ago, when there seemed to be no urgency to rebuild #2. Wayne, I implore you, please preserve at least two working steam engines” Patrick Wilkinson: “Both engines are over 100, not entirely surprising.” **Kevin Madore:** “Patrick - A key thing to remember is that over the past hundred years, virtually everything on those two locomotives has been replaced, probably several times. Other than the basic frame, and perhaps the injectors, there’s virtually nothing left on either locomotive that’s 100 years old.” **Wilkinson:** “Kevin - true, but still, engines wear out” (Ed note: The boilers in question were built in 1986 by the Hodge Boiler Co.) **Aleksandr Akbashev:** “When was their last 1472 inspection?” **Kevin Madore:** “Aleksandr - The Mt. Washington Cog Railway is considered insular and not subject to Federal Railroad Administration rules, so the steam locomotives there do not undergo 1,472 Service Day Inspections. Rather, they are regulated by the New Hampshire State Boiler Inspector and always have been. Different agency, and therefore a different set of regulations.” **Dan McClary:** “Kevin - FRA jurisdiction occurs if the railroad has at least one public road crossing. The Cog has none. The WW&F two foot gauge in Maine, while not technically under FRA jurisdiction for the same reason, says that they ‘cooperate’ with FRA, anticipating the day that they do extend past a road crossing.” Jonathan Hall: “Bretton Woods, NH — May 5, 2025 — The Mount Washington Cog Railway announces a delay of scheduled steam-powered excursions for the 2025 season. Recent pre-season preparations revealed steam pressure reductions that would result in significantly slower ascent times, incompatible with the current operational schedule...” **Dan McClary:** “Jonathan - By the term: ‘steam pressure reductions’, does this mean that both engines were reduced in operating pressure as a safety precaution by the state boiler inspector due to their boiler age and/or design, or did both engines actually fail their state hydro pressure tests requiring boiler repairs before state re-inspection?”

- The Railway to the Moon? Facebook page - Mon, May 12, 2025 & Tues, May 13, 2025



Cog FB post ICYMI?: “Good morning Coggers! In case you missed it... The Mount Washington Cog Railway is announcing a temporary delay of steam-powered excursions. Recent pre-season preparations revealed the need for reduced steam pressure in locomotives MW2 and MW9, conditions that would result in significantly slower ascent times incompatible with on-time performance. (Editor’s note: Hydrostatic boiler pressure tests in October 2024 determined boiler maximum pressure at 175 pounds) The temporary delay in steam service in no way affects our primary operating schedule. Three-hour, biodiesel-powered round-trips to the summit will run normally throughout the Spring, Summer and Fall. As always, visitors from around the globe will continue to enjoy an

unforgettable experience aboard one of the world's great rail adventures. The Cog Railway remains committed to its steam heritage. The Railway intends to reintroduce steam-powered excursions to Waumbek Station ASAP. Following the 2025 season, a comprehensive refurbishment of both steam locomotives is scheduled in time for the 2026 season, ensuring their continued operation far into the future.” **Jonathan Hall:** “It would have been nice to see more urgency, last year, to the boiler rebuild in progress, now that rebuilt boiler can’t produce sufficient pressure?!? You aren’t telling the whole story here, it sounds like a scheduling/operations/profit issue is part of Wayne & Ryan’s decision. I am Not a happy Cogger.” **Paul Forbes:** “Jonathan - sounds like you have inside information.” **Dan Kenly:** “Paul - agreed” **Wayne W. Presby:** “Jonathan we would prefer not to have to take this action. There is still a lot of demand for steam trips to the summit. Unfortunately during our process of preparing the boilers for the summer season issues were discovered late in the process (two weeks ago) that led to our having to reduce our usable steam pressures hence the decision to run the steamers to Waumbek only. We have ordered two new boilers for these trains. We hope to have the first one delivered by this fall so we can get both of them installed before next season. This is not part of a plan to reduce or eliminate steam operations. To be frank, I resent your insinuation that this is part of some covert plan on our part.” **Jonathan Hall:** “Wayne - thank you, Wayne, two new boilers sounds like an expensive but necessary step, an investment in your legacy... the Lionell/Everready April Fools joke was not funny, in the context, and I resent you posting a joke about electrifying # rememberegg #9. My sincere apologies for offending you, I would not

have suggested an ulterior motive if y'all had been more forthcoming: in the way this news was marketed to your fans. The the cog dotcom webpage post about steam ops was NOT copied to your FB followers. I was about to make reservations for the first of multiple planned summit steam trips this summer, when the news hit the proverbial facebook fan this morning." **Daniel Day:** "Jonathan - The Cog is one of the few businesses left that has a sense of humor. We never know when a steam locomotive is going to need major work, so that shouldn't be a reason not to laugh. This year's April Fool's joke was hilarious. Seriously, learn to laugh, you'll enjoy life a whole lot more if you do!" **Nancy Niemi:** "Praying for you all we know you are doing your best thank you for upholding our tradition and not giving up. Thank you for all you do" **Cameron Medeiros:** "Good luck. Keeping the old mountain climbing steam engines going. I hope y'all can get at least 1 running this Summer. It'll be fun to watch on your livestream on YouTube. And I'm sure y'all are fully committed to steam operations till the day comes I make my first ride on this historical engineering project." **Daniel Day:** "While I share everyone's disappointment about no summit steam this season, I really appreciate your continued dedication to preserving the railroad's steam legacy. New boilers are a big, costly investment. Knowing the person building them, these will be the best boilers these locomotives have ever seen, and should last a long time!" **Roger Hahn:** "Daniel - Who is making the boilers?" *(Ed note: Cog railway president Ryan Presby confirmed in June that the boiler problems were found during a visual inspection by Brian Fanslau, the R stamp / S stamp qualified boiler welder and owner of Maine Locomotive & Machine Works - the company that is building new boilers for the No. 2 and No. 9 Cog locos. Presby told the Cog Clatter reporter Fanslau is using steel made in the U.S. thus avoiding the tariffs imposed by President Donald Trump.)* - MWCR - Mon, May 12, 2025 - 9:30am



BUT Wait, There's More: "It's us again, Coggers! We know some of you might be a little 'steamed' right now, and we don't mean to send any more smoke up your stack. But we do need to let you all know that WE ARE GETTING A NEW ROOF ON MARSHFIELD BASE STATION! The first new roof in 30 years, as a matter of fact, and this baby is all metal! That means it will probably outlast all of us AND the 2 new boilers we've ordered for MW2 and MW9! In the meantime, we apologize for our appearance and for any inconveniences - parking may be mildly affected by construction vehicles and debris for a few days." **James Perry:** "Thanks for the update." **Daniel Day:** "Will the new roof be green like the one the old station had?" **Ellen McDowell Ruggles:** "Are you adding any solar panels?" **Tina Holbrook Bedor:** "I can't believe that building is 30 years old! Wow, time flies" **Fred Gosiewski:** "Is that the reason for the Marshfield Station webcam being offline?" **Stephen Brown:** "Great when are you running the thing that made you famous - the steam trains?" **Cameron Medeiros:** "So both steamers need new boilers eh? Reminds me of what's been happening with the 4 steam engines of the Walt Disney World Railroad in the Magic Kingdom park. All 4 of the steam engines had their original boilers made from Dixon Boilers. But the time on them has expired. Now they've one at a time gone to the Strasburg Railroad in Pennsylvania to get fitted with new boilers. Reminiscent of their original Dixon Boilers. I've even seen and heard on YouTube videos that the Cog Railway steamers had Buckeye 3 chime whistles. Well guess what. 3 of the steam engines on the Walt Disney World Railroad had Buckeye 3

2025

chime whistles too. As of today only one of there steamers has a Buckeye 3 chime. So far on the Cog, the most common whistle I hear is a hooter. And I love how loud it is. But I hope to hear the Buckeye as well as that whistle screams Disney to me. And I feel the boilers of the Cog would be a challenge for the Strasburg Railroad as these boilers slope downwards. And I understand why. It's a steep climb. And at the tracks get steep, the boiler stabilizes." **Tom Burke:** "Small inconvenience to ensure we continue to have a great experience riding an iconic piece of American history. Thanks!"

- MWCR - Mon, May 12, 2025 - five hours after ICTMI post & Wayne Presby FB page share - Tue, May 13, 2025

May 16th

Team UNH Visits w/ Prizes: "Good morning Coggers! It was great to see the engineering team from UNH stop by the other day for one last visit before graduation. Led by professor Ivo Nedyalkov and our resident mechanical engineer Caleb Gross, this very talented group of young men (and a woman) have been laying the technical groundwork for the Railway's future in the form of our first fully electric Multi Purpose Track Vehicle (*next page*). Thanks in large part to their expertise and hard work, Project EV-1 is slowly taking shape, and is ready to hand off to a new team of students and summer interns. It's been said that home is the place that, when you have to go there, they have to let you in. These young professionals will always have a home, and a family, at the Cog Railway. We can't wait to see what you do in your careers!" **Hannah Niemi:** "Awesome job guys and the amazing Tatum VanSicklen" **Cort Roussel:** "Thank You Cog RR for helping inspire & guide our next generation of amazing engineers!!" **Laurie Valleley:** "Congratulations! Great to see Caleb Gross with a blue ribbon" **MWCR:** "Laurie - Best In Show!" **Abstract:** "The Mount Washington Cog Railway is pursuing an initiative to electrify its diesel-hydraulic locomotive fleet. As a proof of concept for this effort, EV-1 is the first fully-electric cog-driven locomotive, engineered to meet the demands of Mount Washington's extreme environment. In addition to showcasing the feasibility of a full-scale fleet electrification, EV-1 will serve as a multi-purpose vehicle for personnel transport, track maintenance, and emergency response operations. EV-1 is powered by an 800V battery bank and a 450HP electric motor capable of propelling the 9,000-pound vehicle up Mount Washington in any weather conditions. The drivetrain is designed to safely descend using regenerative braking for up to 6,000 pounds of gross weight. Optimized for performance, EV-1 is expected to reach the summit in just 15 minutes - three times faster than current locomotives. Thanks to regenerative braking, it can make two complete round trips on a single charge of the battery bank, dramatically improving operational efficiency. This project marks a significant step forward for the Cog Railway in advancing sustainable rail transportation and demonstrates the broader potential of electric drivetrain technologies in industrial and heavy-duty applications. Authors: Joseph Bailey, Tatum Vansicklen, Alexander Mills, Nathan Fecteau & William Callery

- Mt Washington Cog Railway FB page - Fri, May 16, 2025 / https://media-gallery.unh.edu/media_submission/1619/?added_year=2025

May 23rd

Spring Snow: Josh Bishop posts a video and photos (*next page*) saying: "And it's snowing here at the cog railway" **Mike Noel:** "Summit trips or skyline?" **Josh:** "Mike - summit" **Adam Kendall:** "It's 80 and sunny here" **Faith Boisvert:** "This is not funny!" Mt. Washington Observatory posts the photo (*next page*) about the same time: **Michael R. Webber:** "Quick! Someone plug that sad looking Ford into an outlet to warm up the block!" **Park Director Patrick Hummel:** "That State Park truck started right up this morning and we used it



UNH Capstone 2025: Cog Railway EV-1: Fully Electric Locomotive team: (Standing L-R) Cog President Ryan Presby, Cog lawyer Earl Duvall, Nate Fecteau, Alexander Mills, UNH Prof. Ivo Nedyalkov & Cog mechanical engineer Caleb Gross with blue ribbon. (Kneeling L-R) Joseph Bailey, Will Callery & Tatum VanSicklen (2025)

- MWCR Photo



Cog Railway EV-1: Fully Electric Locomotive

William Callery, Nathan Facteau, Alex Mills, Joseph Bailey, Tatum VanSicklen

Project Manager: Caleb Gross

Advisor: Prof. Ivaylo Nedyalkov



PROJECT OVERVIEW

- Supporting the Cog Railway's initiative to electrify its diesel-hydraulic fleet
- EV-1 is a first-of-its-kind electric prototype for future locomotive development
- Engineered for versatility: maintenance, breakdown response, and search & rescue

Goals:

- Vehicle Weight < 9000lbs
- Ascent Time < 15 minutes
- Regenerative Braking
- Extreme weather-resistance

SCALABILITY

- System architecture enables future scalability with minimal redesign
- Custom MATLAB tool simulates vehicle behavior across various locomotive sizes and mission profiles



MANUFACTURING/FABRICATION

- Raw material plasma-cut and precision machined based on detailed manufacturing drawings
- Machining split between the Cog Railway and UNH; all components undergo rigorous safety testing



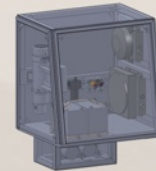
Plasma-cutting truck wheel plates



CNC turning of Reservoir Piston

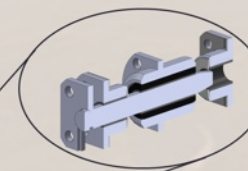
Component Enclosure

Houses and supports key components such as pumps, radiators, batteries, and hydraulic manifolds



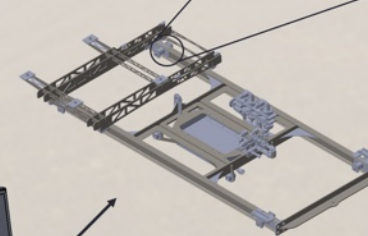
Chassis Bushings

Vibration-damping system for EV-1; Shore 60A durometer bushings allow 1/16" radial displacement under load



Chassis

Designed to flex under dynamic loading; center frame supports brake manifolds and cooling



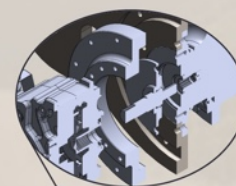
DM Subframe

Provides mounting for cab, battery pack, and enclosure for auxiliaries



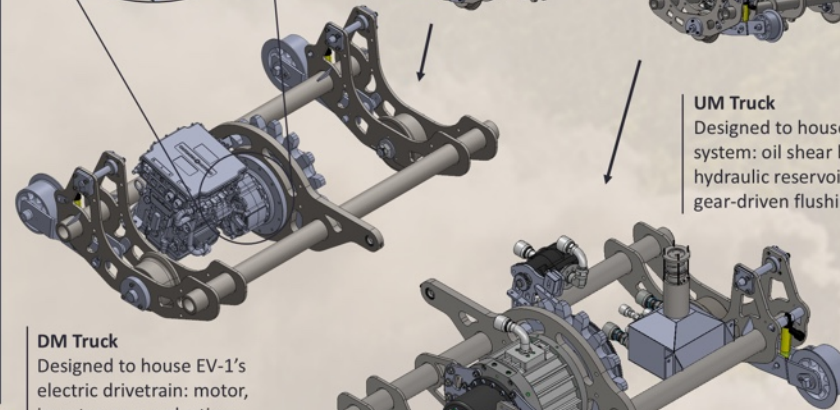
Splined Driveshaft

EV-1's most stress-critical component; requires precise heat treatment and grinding to meet B92.1-1996 standards



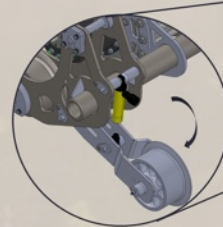
UM Truck

Designed to house EV-1's brake system: oil shear brake, hydraulic reservoir, and cog gear-driven flushing pump



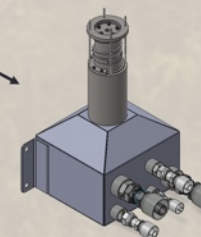
DM Truck

Designed to house EV-1's electric drivetrain: motor, inverter, gear reductions, and splined adapter



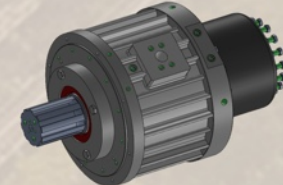
Hydraulic Reservoir

Supplies fluid for both brake control and flushing circuits, and incorporates spring-loaded hydraulic cylinder for protection against under and over-pressuring of valving and hosing



Rescue Skates

In the event of a vehicle breakdown, removable rescue skates can lift EV-1 off the tracks to safely descend



Oil Shear Brake

Provides 100% duty-cycle emergency braking; internal springs preloaded for instant hydraulic engagement

DRIVE SYSTEM

- Power transmission:

Battery Bank → Inverter → Motor → Spur Gearbox
Splined Driveshaft → Planetary Gearbox → Cog Gear

Component	Steady State	Peak Demand
Cog Gear	100 HP @ 2673 ft-lb	204 HP @ 5445 ft-lb
Motor	111 HP @ 71 ft-lb	227 HP @ 145 ft-lb

BRAKE SYSTEM

- Emergency brake: full speed → stop < 1.5 seconds
- 5500 ft-lbs of torque at 200 HP
- Custom unit utilizes oil-shear technology
- High-flow flushing powered by vehicle motion
- Control and cooling integrated into single hydraulic circuit

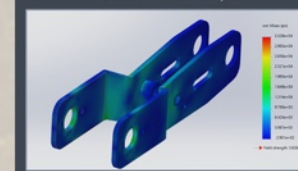
CONTROL SYSTEM

- Centralized control system designed for seamless integration into future electric locomotives
- Parker MD5 Master Controller and integrated XC-43 extension module controls all powered components and returns diagnostics via IQAN

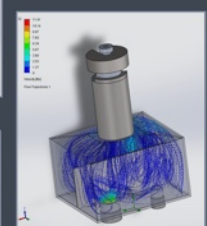
ANALYSIS



DM Truck Stress Analysis



Rescue Skate Stress Analysis



Reservoir Flow Simulation

PROJECT OUTLOOK

- Project to be continued by the next Capstone Team
- Targeting vehicle completion by July 2026

COLLABORATION/ACKNOWLEDGMENTS

Caleb Gross, Prof. Ivaylo Nedyalkov, Earl Duval, Wayne Presby, Cog Railway Shop Crew, TURBOCAM Int.



Josh Bishop
May 23, 2025 8:52 AM



to open the road for our upbound crew” **Marlene Fraser:** “Was that today?” **Josh:** “Marlene - yes” **Icky Scales:** “Over 4 inches of snow at the summit.” **Josh:** “Icky - ten inches” **Joe Houghton:** “Josh -we all know your ideas on what ten inches is”
- Josh Bishop Facebook page & Mt. Washington Observatory page - Fri, May 23, 2025



May 24th

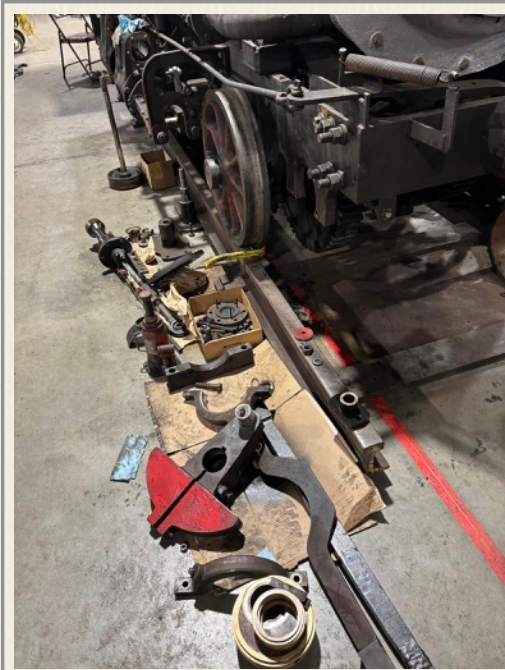
Andy Sez: “Here it is, Coggers - the latest edition of “Trainmaster Andy Sez”, posted earlier today on the first official day of Summit Season 2025! **Andy Vilaine** (right) is at Mount Washington Cog Railway: “Well, it’s time for the annual “do you want me to keep going to the summit or what?” trip. A respectful tip of the cap and acknowledgment of the risks of winter’s extended grip on the higher summits.” (left) **Erich Kenison:** “Did the wind stop the coach?” **Cj Cunningham:** “Run it” **Jeff von Bargaen:** “Super cool as always! Truly mind boggling how it’s 57°F here in Putnam County,



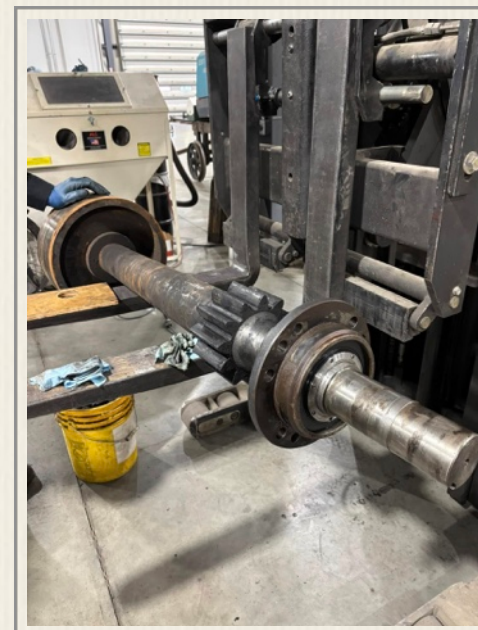


New York and you guys are still battling winter in the mountains of New Hampshire - it's crazy you guys are only a couple hours away and it's snowing ice wind blowing not as bad as it could be lol mother nature is amazing and terrifying at times! Stay safe up there and enjoy the snow and winter fun while it lasts! wishing you an amazing Summit season ahead!" **Karen Deigh Lufkin:** "Would have been nice to post your schedule on your website! I work at the visitor center and couldn't reach you by phone because "all circuits are busy" for the past 3 years!! Same goes for your social media!! I had to call the observatory(state park) to find out if you were even running! Nice FAIL on your communications!" **Mount Washington Cog Railway:** "Karen - We do update our website and Facebook any time there's a change to our schedule — if there's no post, that means we're running as planned." **Katrinka Craw Greger:** "Karen - oooh, you are mean!!" **Lufkin:** "Katrinka - Really? Mean? Because my job is to provide ACCURATE information to our out of state visitor! How would you like it if i told you the auto road was open to the top but when you get there they are only open to 4,200 feet (treeline)! Wouldn't you be pissed that you drove all the way up into Pinkham Notch only to find out you cant drive to the top?" **MWCR:** "Karen - we will stop into the North Conway Visitors center and update you in person on ways to confirm our schedule." **Cort Roussel:** "...and her name is "Karen"." - Andy Vilaine FB page via

Mt Washington Cog Railway FB page - Sat, May 24, 2025



Together Again?: Paul Forbes is with Mark Sodergren and Allen Haggett at Mount Washington Cog Railway: "Working on getting the 2 ready for service. Hope we remember where all the parts (left) go!" **Jitney Jr:** ♪ "Spur gear's connected to the crank shaft...♪" It was a number one hit in '69... uh, 18... 69" **Art Poltrack:** "It's like riding a bicycle! You never forget. All the pieces are there. I washed them myself! Easy peasy." **Paul Forbes:** "Art - it's funny how different it is to work in the new shop. We use the forklift (right) and had the crank-shaft out, inspected and put back in in no



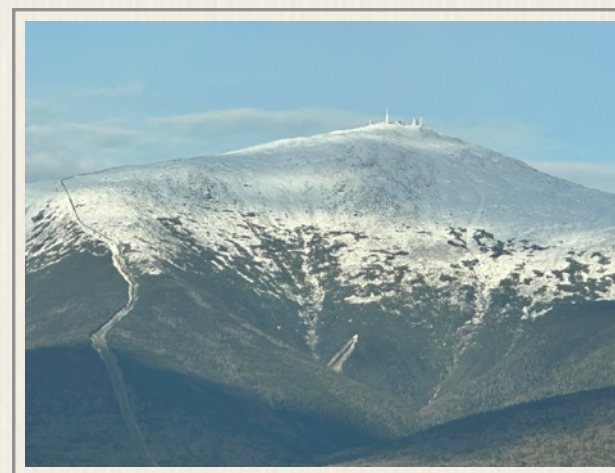
2025

time at all.” **David Clifford:** “Paul - the right equipment makes all the difference! Good job.” - *Paul Forbes FB page - Sat, May 24, 2025*

May 26th-27th

May Snow: Art Poltrack posts photo (*right*) with comment: “Hopefully the last of it. Tonight’s view.” **John Whalen:** “And, so it begins...” **Kevin Madore:** “Snow down to the Halfway House with less than 4 weeks until the solstice. Amazing.” **Robert Whalen:** “Beautiful, esp so early in the Fall season!” **Barbara Lawson:** “It’s beautiful but enough. It’s May.” **Ian Murtaugh:** “Sure is pretty, even if it’s almost June 1st.” **Dan Duncan:** “I even ski Tuckerman’s once. I now know why they camp there to ski. Amazing slope, but nothing for perspective. The trees you see are only one foot tall, yet your mind says 50’ or 100’.” **Susan Bein Blomgren:** “Beautiful even if it is May...” **Robin Ahmann:** “Maybe it will have melted by the time we arrive next week!” **Craig Duke Wortmann:** “With all these weather changes You never know Art” **Mt. Washington Observatory:** “The summit of Mount Washington has been consistently in the fog since Wednesday, so this morning’s (5/27) clearing revealed the spectacular results of a late May snowfall! This storm is now tied for 4th place in our recorded late May snowfall events, coming in with a total of 12.4 inches of snow and sleet since Wednesday (5/21) night. The most recent comparable late season snowfall occurred June 4-10, 2023 with 8.4 total inches of snow. While we’ve spent most of May in a snowfall deficit compared to our average 12.9 inches, this storm brought us above average, totaling 13.5 inches of snow for May so far. Temperatures trend upwards as of today, bringing us back closer to seasonal averages and starting to melt our current 7.5 inches of snow, ice, and rime. Following some convective ice and snow pellet showers yesterday (5/26) afternoon, the summit team (*below*) enjoyed an incredible sunset.

- *Art Poltrack FB page - Mon, May 26, 2025 / Mt. Washington Observatory FB page - Tue, May 27, 2025 / aerial photo by VB3 via Tyler Jankowski My NBC5 FB page - Tue, May 27, 2025*



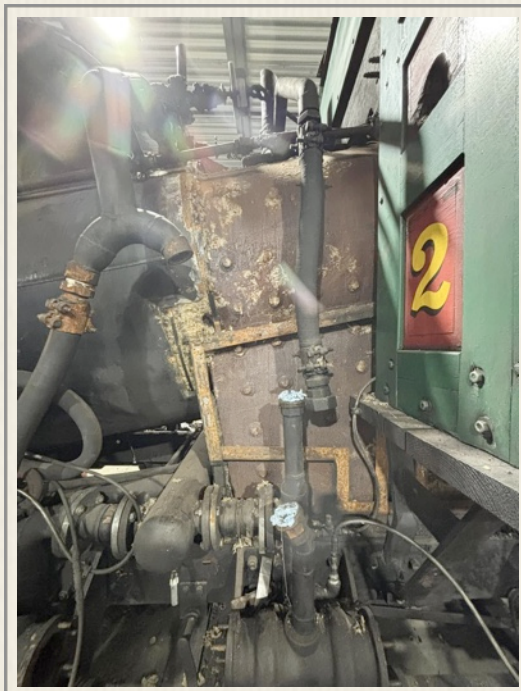
May 28th

Ticket Portal Down: “SERVICE ALERT, WEDNESDAY MAY 28: Our online ticket portal is currently out of service. Tickets are available for all trains and may be purchased in person at Marshfield Base Station. We expect the online issue to be resolved shortly, and we apologize for the inconvenience.

- *Mt. Washington Cog Railway FB page - Wed, May 28, 2025 at 10 am*

June 1st

Taking the Jacket Off: Paul Forbes with Mark Sodergren & Allen Haggett at Mount Washington Cog Railway posts images with the comment: “More Cog Railway locomotive work. Removing some of the boiler jacket and insulation in preparation for final inspection and upgrades to the boiler. This section of boiler jacket (*right*) needs to be removed along with the insulation underneath. Jacket and Insulation removed (*left*), exposing the boiler sheets.” The work included the jacket and insulation inside the cab (*below*). The No. 2 boiler stands na-



ked, but unafraid (*below right*). The boiler has been through this a number of times since it was bolted on the frame and first plumbed in 1986. **Dave Moody:** “I take it the #2 is going to try and pass to do 2025 runs?”

- Paul Forbes FB page - Sun, Jun 1, 2025



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“I take it the #2 is going to try and pass to do 2025 runs?”

June 4th

Questions - We get Questions: Using the Facebook comment section on the May 28th ticket portal problem, Denise Fulkerson DeBlois asks the Cog: “What’s all the construction going on for? I was thinking maybe drainage but not sure.”

Mount Washington Cog Railway: “Denise - It is drainage, but other issues always pop up!” **Carol Gibson McNair:** “Why can’t I find an online ticket option for a 1 way ticket UP the mountain as mentioned on the webpage; I plan to hike down.” **MWCR:** “We give priority to round-trip passengers when booking seats. If there are any remaining seats available for a one-way trip up the mountain, they are released for purchase at the ticket window about 15 minutes before departure

on the day of the ride.” Gibson McNair: “thanks! Are there generally tickets available? I am coming from NC, and I will be there on a holiday weekend (July 5) so I should probably just get the round trip ticket online to ensure I have a ride up correct?”

Mount Washington Cog Railway: “The price difference is only like \$20, so that would ensure you a seat.” Posted prices at summit. (*left*)

- Mt. Washington Cog Railway FB page - Wed, May 28, 2025





June 13th

Mt. Washington Commission: 2025 proposed meetings are scheduled for June 13, Tip Top House, Mt. Washington at 10 a.m. *Cog Clatter* reports: “The Mount Washington Commission held a very public meeting on the summit of the Northeast’s highest peak on Friday (6/13). The meeting was to be held in the Tip Top House, the second hotel built on the 6,288-foot mountaintop in 1853. However, the structure remains in the midst of remodeling with no heat and with the summit temperature in the lower 30s the State Parks staff pivoted and made space (*left*) in the great hall of the Sherman Adams building. While it was a very public meeting the acoustics, with the tour groups, tourists, and arriving & depart-

ing train announcements made it a very private affair. Those beyond the ring were hard pressed to hear what was being discussed by the Commission. Frustration with the slow progress of Tip Top renovations which have closed the facility for tourists for the last three seasons. State officials said with New Hampshire’s state budget in flux they are “doing what we can do.” TownSquare Media had hoped to erect a new, small, watertight building to house its transmitters this summer, but the company’s chief engineer Drew Scamman told the panel he has begun going through the approval process and thinks the new structure won’t happen until next summer. The findings of the environmental assessment of the mountaintop called for in the Commission’s new 10-year Master plan are under final review. A public session will be held on Tuesday, June 24th at the Appalachian Mountain Club’s Highland Center. People will be able to react to the draft report crafted by consultants Tighe & Bond. Former state parks director now a public member on the panel, Phil Bryce reported the Commission’s desire to include the Native American perspective in their oversight will not happen quickly. Bryce says his recent attendance at a conference made him start to “look through the indigenous people and Western lens at the same time.” He said achieving that balanced approach to managing a mountain the tribes called Agiocochook

can take a long time to just establish trusting relationships between the two views. “It’s a marathon not a sprint,” said Bryce. “It’s not just the chief... it’s a whole hierarchy” of people that make decisions in the Native American culture. The Cog Railway’s leadership is frustrated with the slow progress of projects at the Base Station. The loading platform is being paved with a concrete drain leading to a culvert (*below*) un-



der the tracks. President Ryan Presby said the installation of the new platform drain uncovered damage to a perimeter drain around the Marshfield Station built in 1994. Presby said perimeter drain was crushed when contractors were installing the underground electric powerline to the summit in 2007. A new fiber optic cable to the summit has finally been connected to the Sherman Adams building infrastructure a year after it had been strung up along the railroad tracks. Cog lawyer Earl Duval said the Bretton Woods Telephone Company has agreed to provide WiFi to the summit and access points at no charge, if the summit partners provide the equipment necessary. Duval said Ryan Presby has already approved the Cog’s share. As to other items discussed, the *Cog Clatter’s* reporter awaits the official minutes taken by the Commission’s new secretary Wendy Smith. Those will be out just before the Commission’s next meeting in mid-September.



- *Cog Clatter* - Sun, Jun 15, 2025

Minutes: Chair (*Rob*) Kirsch called the meeting to order at 10:18 a.m., with a quorum present. *Master Plan.* Mr. (*Albi*) Fioravante reported that Tighe & Bond workshop will hold a Mt. Washington State Park Assessment Workshop at AMC Highland Center, Bretton Woods, on June 24, 2025 to solicit feedback on the draft summit assessment findings. Mr. (*Chris*) Aslin reminded the members that if they attend the workshops, they attend in their individual capacity and not as a commission member. Comm'r (*Sarah*) Stewart added that this process is an important opportunity to provide input to the topics being addressed by the assessment. On June 19, as part of the Summit Environmental Assessment being conducted under the MWC Master Plan, the Tighe & Bond team will host a virtual meeting with people who worked on Mount Washington in the past. The purpose of the meeting will be to identify areas that should be investigated as possible locations of contamination as the Environmental Assessment proceeds. As this is not an MWC event, members will speak on behalf of the organization they represent and not for the Commission. Mr. (*Phil*) Bryce gave an update on the Master Plan recommendation regarding determining the significance of the Summit to indigenous peoples. The update included information from a meeting with Rob Kirsch and Krista Humbolt from TNC, a session on communicating indigenous knowledge at the NE Society of American Foresters winter meeting with members of southern NE tribal nations and excerpts from the Native Governance Center website based in MN. He attended a presentation for foresters on indigenous peoples and public lands. Some of the key points of the presentation are:

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1. Sovereignty of Tribal Nations
2. Maintaining the Native American culture
3. Access to tribal lands
4. Improving the quality of life for indigenous people
5. Establishing relationships which shows respect for sovereignty and the elected leaders. This can take a long time.
6. As providing time and information requires investment of limited resources, expect to provide compensation in return.
7. There are no federal or state recognized Tribal Nations in New Hampshire.
8. Crafting land acknowledgements do not necessarily result in improving the quality of life of indigenous peoples.

AMC has been involved with Maine's First Nation. It was noted that some of the best contacts may be in Canada. Mr. Kirsch concluded by saying to keep working on this and report back with any questions or concerns. *Fees Paid/Special Use Permits.* Mr. (*Patrick*) Hummel spoke on the challenges of operations when a large capacity event such as the Mt. Washington Road race, which is scheduled for June 14, 2025, occurs at the summit. The projected number of participants for this event is 1,300. Buildings maximum capacity limits can be exceeded. Pricing of the special use permit needs to be looked at to determine if it is being priced to appropriately reflect the cost of salary time and other factors. Communication and timing are key in the permitting process. Comm'r Stewart requested that Mr. Hummel present a diagnostic of the road race event at a future MWC meeting. *Capital Improvements/Park Ops.* Mr. Hummel reported that the park opened on May 24th. Visitation and revenue is currently down which could be related to the weather. Fiber Optic from Bretton Woods has been connected and is working. Mr. Hummel is currently working with NH Department of Information (DoIT) to get everything all online. There is currently Wi-Fi available to the public which will be changed over to the new system. *Funding Request.* Mr. (*Drew*) Bush of the Mount Washington Observatory presented a request for funding from the MWC restricted fund for maintenance of the Extreme Mount Washington Museum. The request is for \$4,739.10 and is for materials for the sound system, exhibit upgrading, and the start of the creation of a virtual tour of the summit and a QR-code based self-guided tour on the summit itself. Discussion followed. All in favor, motion APPROVED. *Promotion of summit.* The Tip Top House renovations are in process and should be



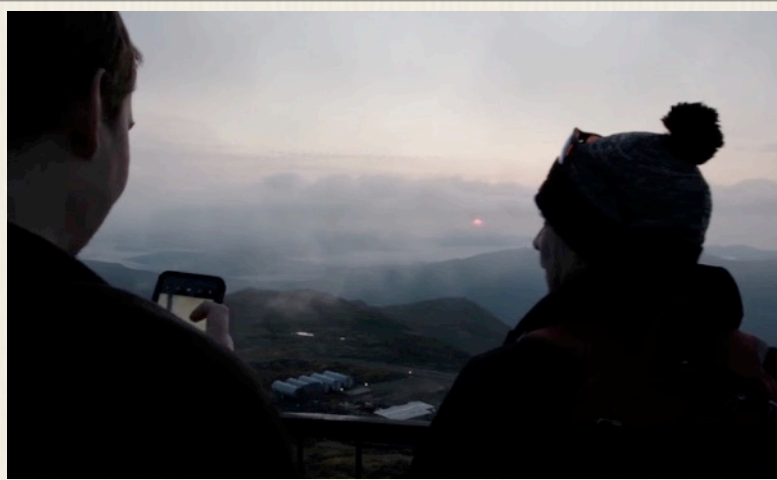


opened to the public next year. The Tighe & Bond Assessment will include a Scope of Work and an estimate for improvements to the Tip Top House. It is the 90th anniversary of the NH State Parks and *NH Chronicles* did a segment which included footage on the Cog Railway and the Auto Road. Ms. Stewart will be sending a link of this segment. *Partner Reports.* *Cog Railway.* Mr. (Ryan) Presby reported that paving is being done and that they found the perimeter drain had been removed when the power line was installed. Earl Duval of the Cog Railway said that Bretton Woods telephone company has offered free Wi-Fi service through the purchase of equipment. Mr. Bryce asked if NH Parks would be willing to contribute towards the equipment. The consensus was that they may be willing to do that. Mr. Duval will be

sending a quote. *WMNF* Mr. Ibarguen reported that visitor information services are open and staffed, with some locations having reduced hours. Mt. Washington Avalanche Center had a successful season that ended on June 1st. Glen Ellis Falls Day Use area has re-opened after significant renovation and improvements. *Public Comments.* Allen Brooks told the commission that they are doing a great job. Mr. Bryce thanked Allen Brooks for his extraordinary work on the Master Plan. The meeting adjourned at 12:03 p.m.

June 15th

A New Dawn for Graduates: “Good Sunday morning, Coggers – we had a very early wake-up call today! We all rolled out of our respective sacks in time to make a 3:30am summit run (*right*) with the graduate students, teachers and parents from Kennett High School’s Class of 2025! We figured you wouldn’t believe us (heck, we don’t believe it ourselves) so we shot some video. Check it out!” ***Susan Brooks Brody:*** “You guys are amazing. Sleep well tonight.” ***Scott***

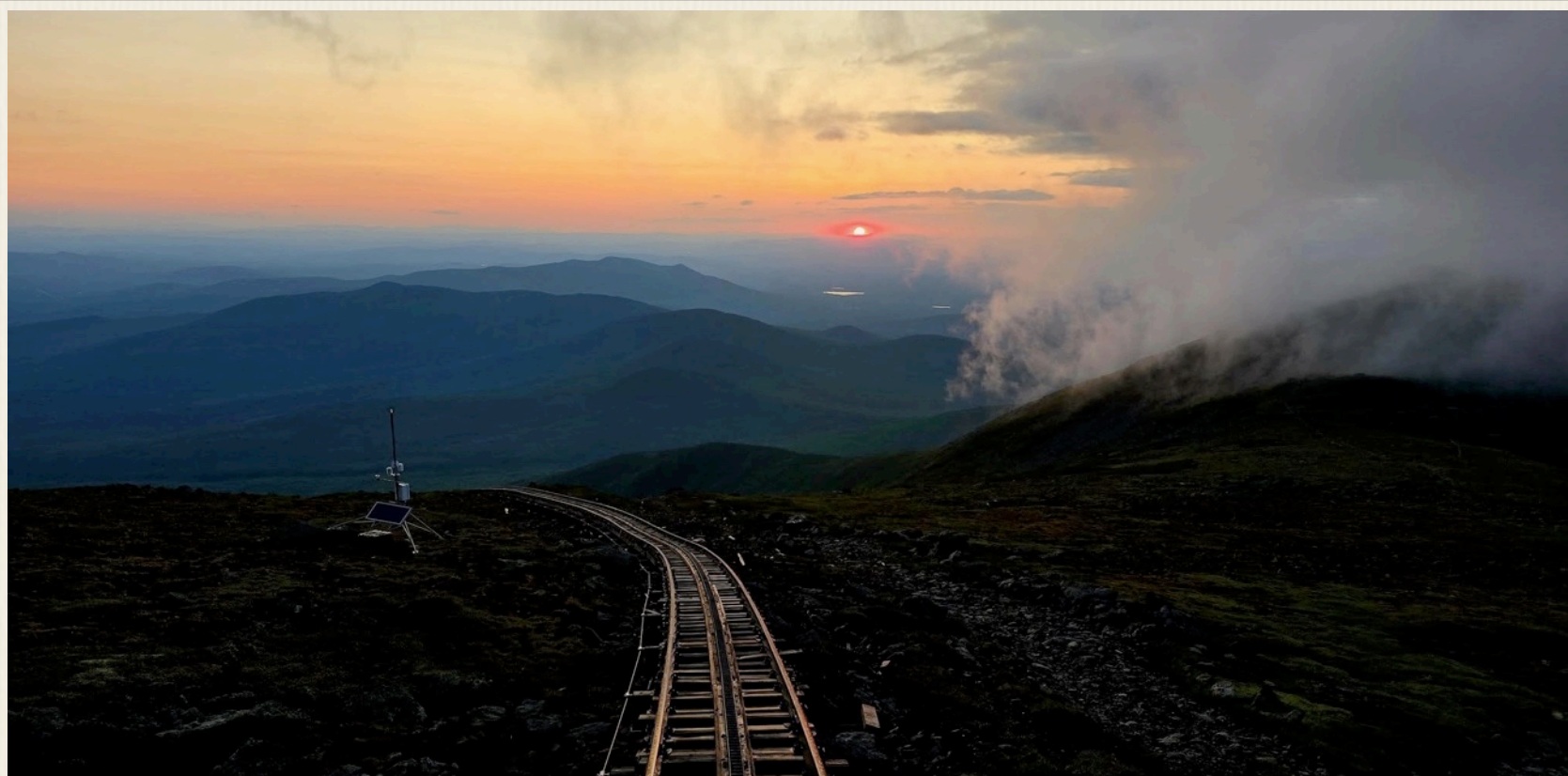


Merrithew: “I cant believe you got that many teenagers to get out of bed that early” ***Dawn McHenry:*** “Scott -they hadn’t been to bed yet. This was their final stop on Project Graduation, an all night event that takes place on the evening of graduation to promote an alcohol and drug free night of fun for the class. Picked my son up the yesterday (6/15) morning and he’s been asleep ever since” ***Nancy Stolen Clark:*** “Thank you to the entire staff of the Mount Washington Mount Washington Cog Railway who collabo-

rated with Kennett High School to make this amazing & unique event happen for our local seniors! Every single member of your staff was friendly & fun, even opening the cafeteria at 2:30 in the morning so we could buy snacks for these hungry teens! From all of us at Kennett High School, thank you so much for making this such a memorable Project Graduation!” ***Doug Gibson:*** “From the class of 1960 Grad, would have loved that trip. Congrats to all.” ***Cort Roussel:*** “Lifetime memories made... Well done & super cool y’all!!!” ***Peggy Smith:***

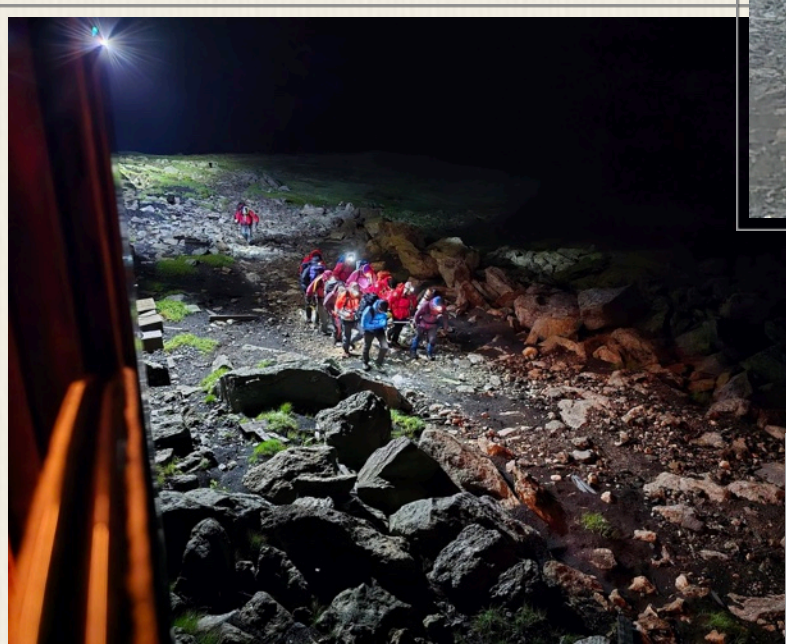
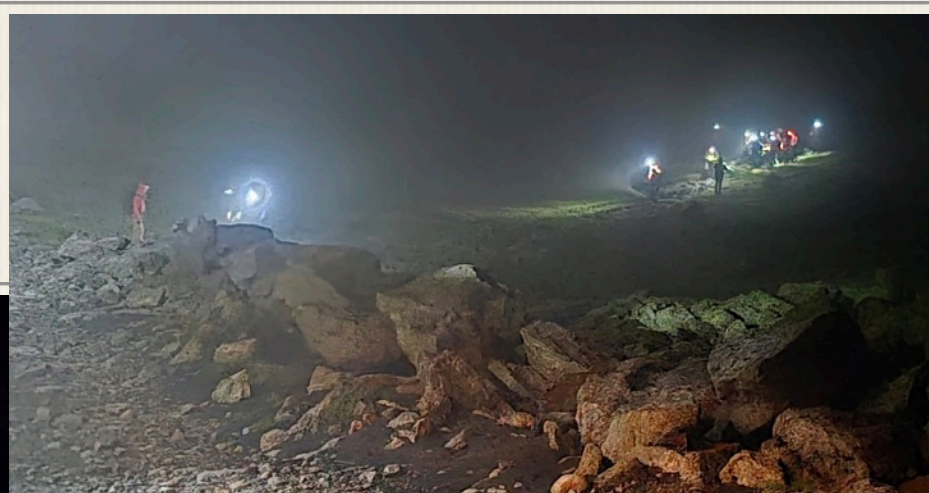


“What a wonderful Class Trip, and to see a sunrise from there makes it even more special! Memories for these seniors for sure!!” - *Mt. Washington Cog Railway FB page - Sun, Jun 15, 2025*

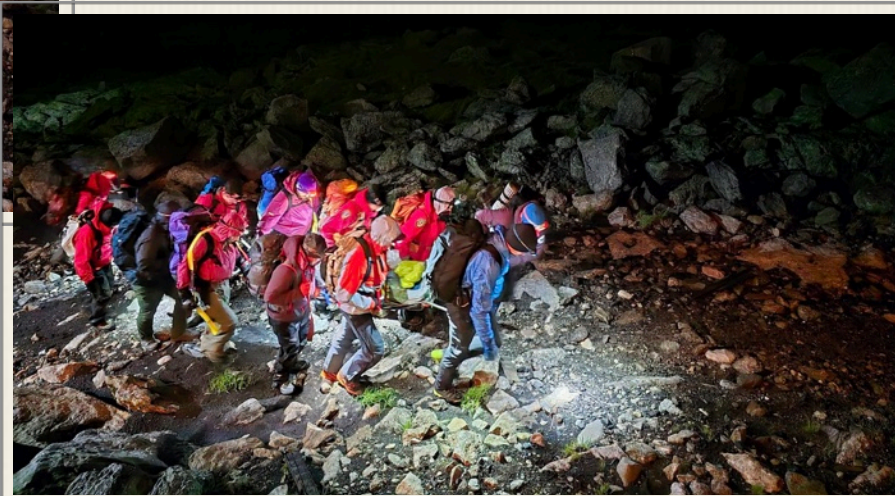


June 20th

A Sunset Rescue: Josh Bishop: “Last night a few of us from the Mount Washington Cog Railway (*Bishop, Andy Vilaine, Caleb Gross & Darlene Maiocco Jones*) assisted NH Fish and Game and rescuers on another successful res-



cue” ***Dorothy M Hodgdon:*** “You guys are awesome!” ***Sarah Jackson:*** “Josh did you drive the train?” ***Bishop:*** “Sarah - yes I did” ***Mike Noel:*** “Josh - so now you drive a train? Thought it was op-



erate? Or is just me you correct? Lol” ***Bishop:*** “Mike - normally it’s everyone” ***Denise H Bilquin:*** “Glad it was a successful rescue.” Robert Dunn Jr.: “Way to go - you people are so great at what you do thank you” ***Meg Gross:*** “HE-ROES!!!”

- *Josh Bishop FB page - Sat Jun 21, 2025*



- All rescue photos of hypothermic hiker courtesy Cog engineer Josh Bishop via Facebook

SARGENT'S PURCHASE, N.H. — A hypothermic hiker from Texas was rescued from Mount Washington and there were multiple reports of hypothermic hikers in the Presidential Range Friday, authorities said. New Hampshire Fish and Game said around 5 p.m., a call came in from 911 for a hiker on the Gulfside Trail about a mile north of the Cog train tracks suffering from hypothermia. The hiker's husband reported his wife was not able to move or communicate after being unable to hike. A Mount Washington Cog Railway train took a team up on a train at 7 p.m. and a second team at 8 p.m., Fish and Game said. Rescu-

ers had to deal with low cloud cover and high winds to reach the hiker. The train saved rescuers from having to hike more than three miles, Fish and Game said. Once the second team arrived, the 55-year-old hiker from Austin, Texas was put in a litter, carried across Gulfside Trail to the train and once back at the base, she was taken to Littleton Regional Hospital, authorities said. Volunteers from Pemigewasett Valley Search & Rescue, Mountain Rescue Services and Androscoggin Valley Search and Rescue responded to the call, authorities said. Fish and Game said conditions in the high elevations of the White Mountains were dangerous Friday, with winds reaching 120 mph and 20 degrees at the summit of Mount Washington. There were multiple calls reporting hypothermic hikers during the day throughout the Presidential Range and multiple hikers were helped by Mount Washington State Park, Mt. Washington Auto road personnel, AMC crew members and other Good Samaritan hikers, Fish and Game said.”

- WMUR-TV - Sat, Jun 21, 2025 - 12:09pm

Hypothermic Hiker Rescued from Gulfside Trail: Thompson & Meserves Purchase – Conservation Officers, volunteers from Androscoggin Valley Search and Rescue (AVSAR), Pemigewasett Valley Search & Rescue (PEMISAR), Mountain Rescue Services (MRS), and COG Railway personnel responded to a call of a hiker suffering from hypothermia on the Gulfside Trail approximately 1 mile north of the Cog train tracks. The call came in at 5:00 p.m. via 911 from the hiker's husband reporting his wife was unable to move or communicate after being unable to hike. The hiker was identified as Caroline Wilson, 55, from Austin, TX. Fish & Game reached out to the Cog Railway for assistance in relaying rescuers up the train tracks to where the Westside Trail crosses the tracks known as Skyline. The Cog has always been willing to help in every rescue situation and this time they provided a train which saved rescuers from having to hike over 3 miles up the Jewell Trail in rainy, windy conditions to access Wilson. Rescuers still had to hike over a mile encountering high winds and cloudy conditions across the ridge above 5000 feet elevation the whole time. A Cog Train took an initial team up on a train at 7:00 p.m. A second team followed at 8:00 p.m. Rescuers had to negotiate high winds and low cloud cover to reach Wilson. Wilson was treated in a temporary



shelter by the first team in an attempt to warm her up. Once the 2nd team arrived she was placed in the litter and carried back across Gulfside Trail to the awaiting Cog Train. Once the Cog was back at the base, Wilson was transferred to the Twin Mountain ambulance and transported to Littleton Regional Healthcare. Conditions in the higher elevations of the White Mountains were dangerous Friday with winds reaching 120 mph and 20 degree temperatures during the day on the summit of Mt. Washington. Multiple calls reporting hypothermic hikers were received by officials during the day throughout the presidential range. Numerous hikers were helped by Mt. Washington State Park personnel, Mt. Washington Auto Road personnel, AMC crew members, and other Good Samaritan hikers who assisted those suffering from hypothermic symptoms. Without the dedicated SAR volunteers from AVSAR, PEMI SAR, MRS and the Cog Railway's willingness to help, this rescue mission would not have gone as well as it did. The weather was not great and the conditions were potentially life threatening, but each group responded to the call for assistance and endured less than hospitable weather conditions to save the life of this hiker." **Lisa Tincknell:** "Thank you the great team of people who did the rescue. The base of the mountain can be a perfect summer day and as you climb and the tree line changes so does the temperature and wind speeds. A few weeks ago at the base it was 75° and upon arrival at the top wind speeds had reached 90 mph and a wind of 23°. Always pack a hat, gloves and emergency light weight winter coat! It is a lifesaver." **Diane London Haskins:** "You can't fix stupid. Thank G-d for the Mount Washington Cog Railway and New Hampshire's First Responders." **Diane Krohn:** These people should be getting a big fat BILL for ALL EXPENSES incurred! No experience, no Hiker Insurance and NO COMMON SENSE!" **Tinker Scott Stevenson:** "Thank you for all the experienced people to help these bozo people that keep putting other people in harms way because they don't think. Common sense is not optional.. wake up people. You would think people would learn." **Ed Sanders:** "Need to pass a law to charge such foolish buffoons for all costs including the cost of running the train, overtime for employees, etc." Kevin Madore: "Ed - Here's the problem. It isn't just hikers. People do stupid things every day with cars, airplanes, boats... you name it. All you have to do is look at the number of idiots who are driving while playing with their cell phones to know that common sense is no longer common. Often, parents set very bad examples, and their kids follow their lead."

- NH Fish & Game - Sun, Jun 22, 2025

Mount Washington Cog Railway: "Here we go again, Coggers. Another late night hiker rescue in deadly conditions, this time resulting in a tragedy just barely averted. As always, we were ready, willing and able to be of assistance. As many of you might remember, it was just 10 short years ago when a different hiker entered the annals of White Mountains infamy making a similarly unwise attempt. If anyone should memorize Ty Gagne's heartbreaking account of that tragedy, "Where You'll Find Me" should be numero uno on Friday's very lucky woman's reading list. Make good decisions, people." Photos from Friday night's rescue with NH Fish and Game Law Enforcement Division and Operation Game Thief, and volunteer rescue teams from around the region." **Jean Winfield:** "A quote from a radio broadcaster years ago: 'you can't legislate common sense.' We think we are better than the weather. Thank heavens for volunteers, across the nation, who put themselves in danger when we aren't being smart."

- Mt. Washington Cog Railway FB page - Sun, Jun 22, 2025

June 21st

Training with a Friend: "Happy Saturday Coggers! Every year around this time, we start to get excited about *Seek The Peak*, the Mount Washington Observatory's annual fundraising hike-a-thon. This year, our very own Trainmaster Andy Vilaine is already in "training" for his own gru-



2025

eling assault on the Rockpile as The Cog's official ambassador to the event. We caught up with Andy just the other day, grunting his way thru a few sets of leg lifts (*previous page*), with the help of a friend (Assistant Trainmaster Josh Bishop) providing the ballast. To learn more about the event, and about the Observatory's weather and climate research, visit <https://secure.qgiv.com/event/seekthepeak2025> and we encourage all of you to join us in supporting the Observatory's vital mission by sponsoring Andy's hike"

- Mt Washington Cog Railway FB page - Sat, Jun 21, 2025

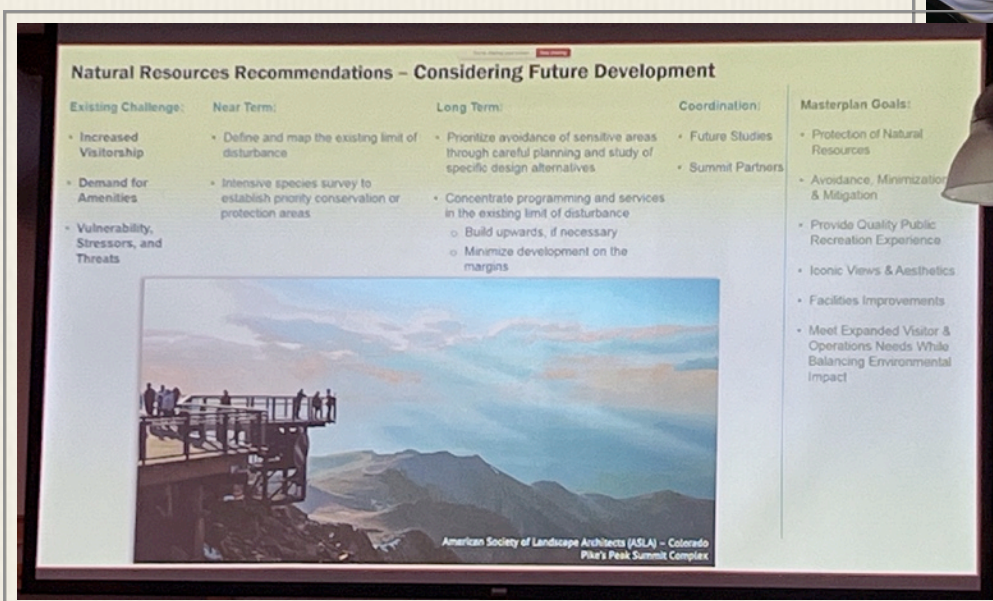
June 24th

Tighe&Bond First Pass by Partners: The New Hampshire Department of Natural & Cultural Resources Department held an all day workshop on the recommendations con-



tained in the \$600-thousand dollar environmental assessment of the 60-acre Mt. Washington State Park that circles the summit of New England's highest mountaintop. Consultant's Tighe&Bond presented their recommendations at the Appalachian Mountain Club's Highland Center at Crawford Notch to get feed-

back on the study called for in the Mt. Washington Commission's new 10-year Master Plan for the park. The Commission wanted a baseline review so the needs of the park's Alpine environment could be balanced with the challenge of an increasing number of visitors to the park and their demand for amenities. When considering future develop-



ment in the park, Tighe&Bond suggested mapping the existing limit of disturbance to help establish priority conservation or protection areas. They suggested the State, the Commission and the so-called Summit Partners concentrate their programing and services with in the existing limit of disturbance - building upwards, if necessary and minimize development on the margins.

Tighe&Bond said that would help meet the Masterplan goals of protecting the mountain's natural resources, while providing a quality public recreation experience of the iconic views & aesthetic of Mt. Washington. Public feedback will be solicited in September.

- Cog Clatter report & images



Team UNH Summer 2025: Cog mechanical engineer Caleb Gross works with Jonathan S. Dean '26 (kneeling) & Matt Yates '26 (2025)
- MWCR Photo

June 25th

New UNH Interns: “Good morning Coggers! We are thrilled to welcome two new engineering students from UNH to the Railway’s Summer Internship Program for 2025. Matt and Jon will be working directly with our resident Mechanical Engineer Caleb Gross who, when asked what they were doing in the black and white picture (left), responded: “We were working on the pinout details for the engines EUI harness in the design of a diagnostic cylinder cutout box to increase the efficiency of our diesel diagnostic.” Thanks for the point-dexter-level mumbo-jumbo, Caleb, but you could have just said you were “working on the railroad, all the live-long day.” You’ll be hearing more about Matt, Jon and Caleb throughout the summer as we document the ongoing design and fabri-

cation of our first electric multi-purpose track vehicle (a joint venture between The Cog and the UNH Engineering program). Exciting times up here on Mount Washington!” **John Whalen:** “Newbies!” **Rodger Leasure:** “Welcome to paradise Matt and Jon! What a great place for a summer internship!” **Erich Kenison:** “Get some work out of them Caleb”
- Mt Washington Cog Railway FB page - Wed, Jun 25, 2025

Pike’s Peak Cog Lawsuit: “A lawsuit alleging the city of Manitou Springs (Colorado) breached a long-term tax agreement with the company that owns and operates the Pikes Peak cog railway is moving closer toward a jury trial after a judge denied the city’s motion to dismiss the case. El Paso County District Court Judge Gregory Werner on June 18 denied the city’s motion to dismiss the complaint, filed on April 8 by Manitou & Pikes Peak Railway Co (MPPR). The company and Manitou Springs have been at odds over how frequently the city must appropriate reimbursement funds as part of the tax agreement. MPPR argues the city must appropriate the funds yearly, while Manitou Springs argues it is not obligated to appropriate reimbursement funds in any particular year. The lawsuit accuses the Manitou Springs City Council of breaching its 50-year tax agreement with MPPR that prevented a financial crisis for the city after the cog, which contributes significantly to Manitou Springs’ economy, closed in 2017. The agreement provided continuous tax revenue for the city to prevent a budgetary shortfall. The rail company agreed to make payments totaling \$1.25 million to Manitou Springs instead of taxes while it completed the railway’s \$97 million reconstruction from 2017 to 2021. The city agreed, from 2018 to 2067, to reimburse the cog railway annual excess excise tax revenue above \$500,000. The lawsuit alleges Manitou Springs breached its contractual obligations when the City Council in December voted not to appropriate \$638,536 in reimbursement funds to the railway for 2025. The council instead marked the funds as “unassigned” within the city’s general fund. In a 13-page motion to dismiss the case, filed April 30, the city argued it did not breach the contract with MPPR because the agreement states the annual excise tax payments are “expressly contingent” upon the city’s yearly appropriation of the funds. “By the plain and unambiguous language of the agreement, the city is not obligated to appropriate funds to make the excess excise tax payment in any particular year. MPPR’s complaint not only



Pike’s Pique: The Broadmoor Manitou & Pikes Peak Cog Railway carries trainloads of people up the mountain from Manitou Springs (file)
- Colorado Springs Gazette

2025

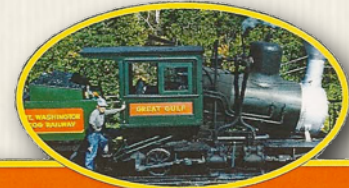
ignores Section 15 of the agreement, but repeatedly and incorrectly alleges that the city has breached the agreement through non-appropriation,” Manitou Springs said in the motion to dismiss. In court documents, Werner denied the city's motion to dismiss the case without elaboration. Werner also denied a plaintiff's motion this month that would have required Manitou Springs to deposit with the court or otherwise escrow the \$638,536 in excess excise taxes until the matter is resolved. “The Court agrees (that) requiring the city of Manitou Springs to deposit excess excise taxes into the registry fund of the Court would require this Court to order Manitou to appropriate funds for such a deposit. It appears undisputed that no appropriation has occurred and this Court does not have the authority to order Manitou to make such an appropriation,” Werner wrote in part in his June 9 order. The rail company is seeking a jury trial and is asking the court to award it damages in an amount to be determined at trial. No trial date has been set as of Tuesday (6/24) afternoon, court records show. The railway is owned by the Denver-based Anschutz Corp., whose Clarity Media Group owns *The Gazette*.”

- Colorado Springs(CO) Gazette - Wed. June 25, 2025

June 27th

JitneyYears.org Debuts: “JITNEY YEARS UPDATE: Just in time to mark the 156th anniversary of the Mt. Washington Railway's first July 3rd trip to the Summit in 1869, the Jitney Years Project rolls out new names... new information... new documents & maps in updated PDFs for download from a brand new internet service provider... with a brand new web address... *JitneyYears.org* (yes, the old *CoggersOfMtWashington.NH.org* address will get you there as well!)

- Tim Lewis Facebook page - Sat, Jun 26, 2025



MT. WASHINGTON COG RAILWAY
THE JITNEY YEARS



June 28th

Race the Cog: “Good Sunday morning, Coggers! Welp, the results are in, and yesterday's (6/28) 4th annual running of Race The Cog was a nail-biter for the ages. Engineer John Stinehour (on M2) and former Olympian Joe Gray (on running shoes) paced each other in rain and fog, neck and neck, all the way from Base to summit. In what amounted to virtually a heart-stopping photo finish at the top (at least by Cog standards), John, seated comfortably in his heated cab sipping coffee, brought his iron horse across the finish line at a personal best of 39:25. That was just seconds ahead of Joe, who broke the tape at an astonishing 39:55 after running non-stop 3 miles uphill, dodging hikers and boulders while climbing grades as steep as nearly 38%! Ever the sportsman, John conceded that Joe's super-human effort was well deserving of the coveted Golden Cog Gear award. Joe set the record at 39:14 on the R-T-C course back in 2022, and finished first once again in 2023. He's a perennial favorite up here, as are all the athletes who compete each year in this grueling, one-of-a-kind test of endurance. Our own

brakeman Kate Reardon was among them yesterday, again finishing high among the Intermediate women. Stay tuned for more details, and don't miss the 2026 installment of Race The Cog!”

Brian Kenison: “I want to know if they're racing against the biodiesel or coal fire train. Because I beat the coal fire train up when I was 14 years old.” **Kate**

Crews: “And you couldn't publish the women finalists? Did they get their

cogs??” **Mount Washington Cog Railway:** “Kate - Hang in there- we're reporting from out of state and don't have more photos and all the details yet. But yes, the women also received hardware!” **Ellen Raffio:** “There were two

9am trains and Joe beat the other one! He won the \$1000 reward :-)” **Timo-**

thy O'Hara: “So awesome!!! I was signed up but my baby decided to come 4 weeks early.” **Kristie Zavatchan:** “Do you know when the intermediate round tripper results will be completed? They're still only giving summit and estimated finish times.” - Mt. Washington Cog Railway FB page - Sun, Jun 29, 2025





July 3rd

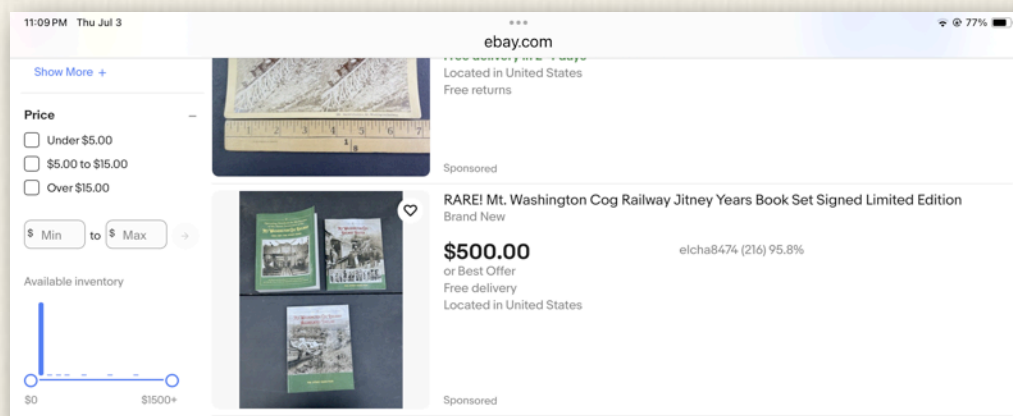
Year 157 Begins: Brakeman Terry Burton (*left*) posts: “July 3, 2025. The first day of the 157th anniversary (*year*) of the Mount Washington Cog Railway. Nice to be a part of this living history book and MW’s continuous weather adventure!” **Karen Bussing:** “Looking good Terry!” **Melinda Collelo:** “It really is! I’m so proud of you for doing this in your retirement! I tell everyone!” **Jerry Magrey:** “What an awesome picture, really captures the moment!” **Andre Rainville:** “Very fitting for you to landed at this place!.. like the phoenix.. rebirth.. as strong as the granite you climb! Miss you buddy. Happy 4th” **Paul Herrick:** “You put the Choo Choo in the railroad.” **Art Poltrack:** “One good looking and excellent brakeman.” - Terry Burton FB page - Thu, Jul 3, 2025

Mt. Washington Observatory: “This past spring, the Mount Washington Observatory welcomed (*right & below*) over 900 students from across New Hampshire, Vermont and Maine to the summit of Mount Washington! In partnership with the Mount Washington Cog Railway, our education team spent a whirlwind three weeks leading students in STEM-based activities as they traveled to the “Home of the World’s



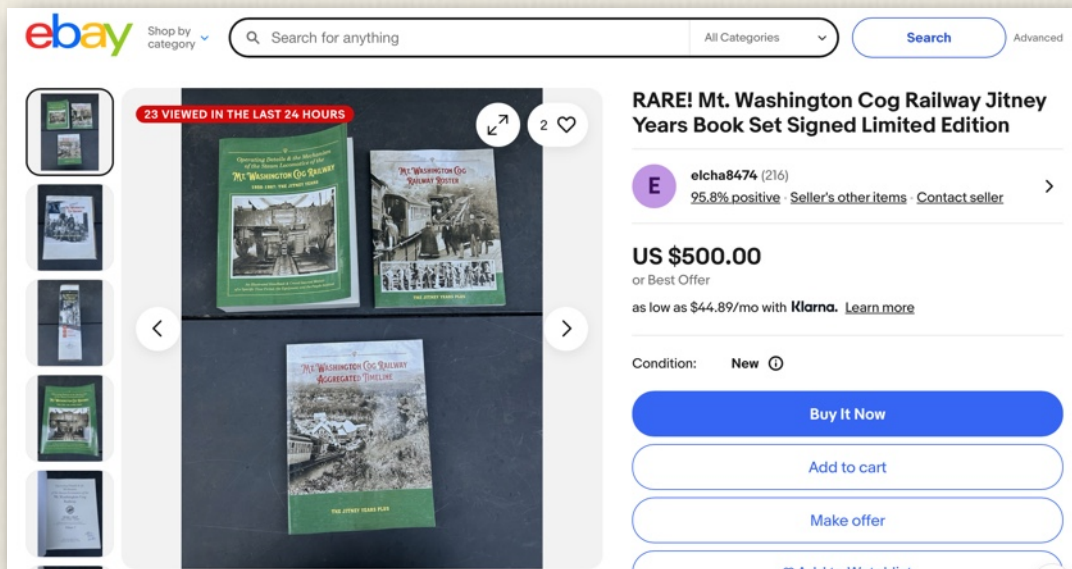
Worst Weather.” Mount Washington is an exciting natural classroom, and this year several schools experienced a taste of the mountain’s notorious winter conditions following the late May snowfall events. Our education team wishes everyone a happy summer and is looking forward to another year of connecting with classrooms across New England and beyond! **Mt. Washington Cog Railway:** “We love these school trips and our partnership with MWOBS!”

- Mt. Washington Observatory FB page - Thu, Jul 3, 2025 & Mt. Washington Cog Railway FB page - Thu, Jul 3, 2025



Jitney Years Estate Sale: Jitney Jr. regularly reviews *eBay* offerings of Mt. Washington Cog Railway collectibles and images to help illustrate the *Jitney Years* project. He was surprised to see a RARE! signed Limited Edition Box set (*right*) listed on the railroad’s 156th birthday. “This listing is for an incredibly rare copy of the *Mount Washington Cog Railway Jitney Years Collection*. Published in 2018, this is number 115 of only 200 printed. It con-

tains 3 volumes: The *Operating Manual*, *Roster* and *Aggregated Timeline*. Each volume is numbered and signed by the author, Tim “JitneyJr.” Lewis. Each volume contains a treasure trove of information including interviews, timelines and hundreds of photographs, many never published before. All three volumes are in mint condition with only the slightest of handling to take photographs. This set comes in the original box with labels which does have some wear and tear. If you are a train aficionado, Mt. Washington collector or Cog Railway collector



cha8474" had obtained Klopp's copy through an estate sale. Unfortunately, Junior's hunch proved to be correct. Probate paperwork filed by Karyl's younger brother & Cogger John A. Klopp Jr (1963-1967) said Karyl Virginia Klopp had died on January 21, 2023. No obituary or news story marking her death has yet been found. Interested parties could purchase a boxed set of the April 2018 Jitney Years printout for the actual reproduction costs of \$40. Not all two hundred were distributed. They have now been supplanted by the updated & expanded downloadable PDF's available at JitneyYears.org - Rest in Peace, Karyl.

July 4th

The Results are In: "Good morning Coggers, and Happy 4th! As promised, we wanted to update all of you on the final results of last weekend's Race The Cog event. As he has twice in the past, Joe Gray (*right black shorts and yellow shoes*) finished first in the Men's Elite wave. This year Joe crossed the finish line at an otherworldly 39:55, only seconds behind our race train piloted by John Stinehour (39:25). Hot on Joe's heels in second and third place were Stephen Kerr (44:35) and Justin Freeman (50:30). Over on the Women's Elite side, Sarah Burke flew thru the tape at 51:28, with 2022 champ Christin Doneski (55:48) and Abby Bennett (56:28) in second and third. For complete race results,

https://ultrasignup.com/results_event.aspx?did=119809



Finally, we want to give a special shoutout to our own brakeman and glutton for punishment Kate Reardon (*seen right*) celebrating with Nick (*Goodwin*), Erica (*Scales*), John (*Stinehour*) and Darlene (*Jones*) at last year's finish line). Kate came in third this year in the Women's Intermediate ROUND TRIP wave (and 15th overall), turning on ludicrous speed to run up AND THEN BACK DOWN the mountain at a "we're not worthy!" 1:55:29. Our dogs are barking just thinking about that feet...er...feat. Many thanks to all the incredible athletes, organizers and supporters who turned out for the 4th annual running of Race The Cog. We hope to see all of you back here again next year!"

- Mt. Washington Cog Railway FB page - Fri, Jul 4, 2025

Pepersass on the Road: John Kurdzoniak posts pictures: "Spotted in Conway (NH) today at the parade." (*next page*) **David Huber:** "I would love to see that as a traveling exhibit at places like The Henry Ford Museum, California State Railway Museum, and other transportation museums across the country. It would be



awesome for the Cog to put together a traveling exhibit to tour the country, stopping at all the Railway museums across the country.”

- Mt. Washington Cog Railway: We Worked There - Fri, Jul 4, 2025



July 10th

Morning Radio: “Guess where (Mountain Country NH radio’s) Mark Ericson (left) is now!” **Dominic Biello Jr.:** “Hey Mark and (Cog PR specialist) Rob (Arey), Rob it’s your second favorite radio personality. You guys look great.” **Mary Ryan Murray:** “Wish I was working that day”

- Mountain Country NH - Thu, Jul 10, 2025



July 11th

Still Training: “TGIF Coggers!! We are REALLY starting to get excited about Seek

The Peak, the Mount Washington Observatory’s annual fundraising hike-a-thon next Friday and Saturday, July 18-19. Most excited of all is our Trainmaster Andy Vilaine (right), the Railway’s official ambassador to the event. He’s been in “training” for his own assault on the Huntington Ravine Trail, one of the more challenging and treacherous routes to the summit of Mount Washington. This morning (7/11), with the assistance of brakeman/coxswain Darlene (Jones) setting the pace and calling the tune, Andy grabbed a chain and dragged M6 out of the shop all the way up to the boarding gates. That’s 18 tons of diesel locomotive (plus Darlene), and you can bet he’s still feeling the burn!

- Mt. Washington Cog Railway: We Worked There - Fri, Jul 11, 2025

July 16th

Coös County Planning Bd: North Country Resource Center, 629 Main Street, Lancaster, NH

Missing Passenger: “NH Fish & Game Conservation Officers, Mt. Washington State Park personnel and volunteer search teams from Androscoggin Valley Search and Rescue (AVSAR) have been searching for a missing Florida man in and around the summit of Mt. Washington since Wednesday evening. Fish and Game was notified around 6:00 p.m. Wednesday, July 16, 2025 about a man, identi-





fied as William Davis, 79 of Jacksonville, FL who wandered off the summit of Mt. Washington after taking the Cog Train to the top. According to Davis's wife, he was last seen in the area of the observation deck around 3:20 p.m. From there no one knows where he went. Phone contact was made by a State Park employee and it seemed that he was lost off trail, but didn't appear to be very far from the summit. He did not know where he was, but his description of the area made it seem that he would be easily located. However, after searching for over an hour he was not located and had stopped answering his phone. A full scale search was conducted with a Drone Team and over 24 rescue personnel searching off trail locations well into the early morning hours. The temperatures were mild with light winds initially, which helped the searchers, but fog came in late and the wind picked up. With no evidence of his whereabouts and no clues to go on, the search was suspended around 2:00 a.m. and commenced again at 6:00 a.m. Again Drone Teams started right after sunrise and search teams consisting of AVSAR volunteers, State Park employee and conservation officers from around the state arrived and searched areas where it was assumed Davis would have most likely walked to. Searchers scoured off trail locations in periods of thick clouds and increasing winds throughout the day. Again, with no evidence or clues of his whereabouts, and the deteriorating weather conditions, the search was suspended for the night, but will commence in the morning.

- InfoNH Facebook - Thu, Jul 17, 2025

July 18th

Missing Man Found: "Sargent's Purchase – Search crews located the body of William Davis Friday (7/18) at approximately 11:00 a.m. This was the third day searching for the man who had wandered away from the summit of Mt. Washington on Wednesday afternoon. An exhaustive search of the western side of the summit had already been conducted on Wednesday (7/16) night and all day Thursday (7/17) with no evidence or clue of his whereabouts. A crew consisting of Fish & Game Conservation Officers and volunteers from Androscoggin Valley Search and Rescue (AVSAR) arrived early in the morning to begin the third day of the search; this time concentrating on the east and south slopes of Mt. Washington. The weather had deteriorated from the previous two days of warm temperatures and light winds to high winds, clouds, rain, and temperatures in the low 40's with 32 degree wind chill. The search teams split up and were again tasked with searching off trail sections. At approximately 11:00 a.m. volunteer searchers located Davis' body 400 feet off Lion Head Trail between Alpine Garden Trail and Tuckerman Ravine Trail. An Army National Guard Blackhawk Helicopter, on a training mission, arrived on station to assist in whatever way they could with the search and recovery. The helicopter had to combat heavy winds and cloud cover, but a window of opportunity presented itself just before 1:00 p.m. where they were able to land nearby and remove the body. Although it is too soon to determine the exact cause of death, it was clear at the scene that Davis suffered a significant fall from a steep, rocky slope. The body was transported to the State Medical Examiner's Office for autopsy to determine cause of death. There is no indication how Davis ended up at that location and how far he had traveled over rocky terrain to get there. He was not a hiker, had no map, and every indication is he wandered off the summit without telling anyone where he was going. It is a tragic end to a tough search mission and the Fish and Game Department would like to thank all the volunteers and staff who worked tirelessly to bring Davis back to his family.

- NH Fish & Game FB page - Sat, Jul 19, 2025

August 11th

Sunrise Special Promotion: "Wake up Coggers– you've got a train to catch! Our inaugural Sunrise Special leaves Marshfield Base Station at 4:30am on Saturday, August 23 ONLY. This is the first sunrise trip we've offered to the general public– tickets are limited, so we expect this one to sell out quickly. Please note: check-in time is 4:00am, and the train will leave for the summit promptly at 4:30.

- Mt. Washington Cog Railway FB page - Mon, Aug 11, 2025 recurring





August 12th

New No. 10 Cab: Art Poltrack's camera records another project completed at the shop : "Some of the excellent work coming out of the MWCRR shop. A new steel cab for #10 at the Base Road & 302. A new tender bottom for #9. Senior Fabrication expert Liam Scales has, once again, shown his welding artistry." **Paul Forbes:** "Top notch work from Liam. Always" **Brenda Werner:** "I gather is this is for the train?" **Art Poltrack:** "Brenda - The #10 is at the end of the Base Road in its permanent home." **John Whalen:** "Very nice. It's amazing what the cog shop designs & creates ...everything!"

Poltrack: "John - Credit to CME Caleb Gross for

his design wizardry too." **Whalen:** "Art - "Wizardry" reigns!" **Shirley Kent:** "Is the Deuce next?" **Mark Sodergren:** "Shirley - no. If anything a new wood cab hopefully. Steel cabs are ungodly loud" **Art Poltrack:** "Shirley - The Deuce is in the process of getting ready for the fall season with a few tweaks to go." **Shirley Kent:** "Thanks, the Deuce lives on!" **Sodergren:** "Shirley - Art and the great crew up there will make sure of that. Gaurenteed" **Kent:** "Part of the family." (right).

- Arthur Poltrack Facebook page - Tue, Aug 12, 2025

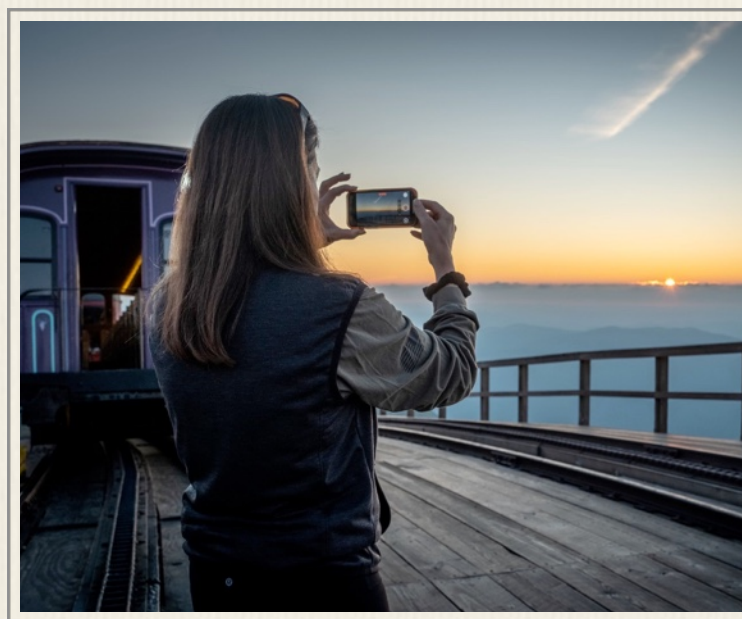


August 23rd

Paint the Cog Orange: 2nd Annual Paint the Cog Orange is a unique and exciting event where participants will ride the iconic Cog Railway to the summit of Mount Washington, the highest peak in the Northeast. This fun-filled day is designed to promote mental wellness, reduce stigma, and raise vital funds for mental health research. This event is held in conjunction with our annual Summit Mt Washington hike. Orange is the color of hope and optimism, representing the bright future we envision for mental health. By "Painting the Cog Orange," we aim to create a visible symbol of support and solidarity for those affected by mental illness. Times: 11:00am registration, 11:45am Boarding, 12:00pm departure from Base Station, 1:00pm arrive at summit, 2:00pm departure time from Summit back to Base Station for 3pm. (This allows for approximately an hour of exploring the summit of Mt Washington.) - <https://ihike.org/paint-the-cog-orange/>

August 12th

Executive Sunrise: "TGIF Coggers! We are honored that Governor Kelly Ayotte chose to begin her first "Super 603 Day" tour of the state with a sunrise ride on The Cog! Conditions this morning were about as perfect (right) as we've ever seen them, and Governor Ayotte and her team concluded their visit with a guided tour of our maintenance shop, led by Wayne and Sue Presby (next page). "Governor Ayotte is continuing the Super 603 Day tradition to highlight New Hampshire's iconic tourist attractions, fantastic small businesses, and fun things to do on a trip to the Granite State." Just a reminder, our first ever Sunrise Special open to the public leaves Marshfield Base Station at 4:30 am next Saturday, August 23. Some seats are still available **David Drymon:** "I love the Cog! But not her, sorry" **Peggy Scialdone:** "David - I feel the same way David - ride the Cog eve-





rything - I'm on vacation in New Hampshire but not a fan of MAGA!!!!" **Doug Waites:** "David - Cant you liberals just leave politics out of this." **Governor Kelly Ayotte:** "Thank you for hosting us! What an unforgettable way to start a Super 603 Day." **Philip Honkala:** "love my state, appreciate my governor..!" **David Clifford:** "I'm sorry I wasn't there to meet her." **Cort Roussel:** "(Cog photographer) Rob Arey... This is just Stupendous!! Of the quality & merit that IS, "The Cog"!! What an amazing group of people. Hats off y'All." **Joe Kenney:** "Thank you Gog Railway and Governor for allowing me to tag along, always a great day on the Cog and being in the North Country on NH 603 Day."

- MWCR Facebook page - Fri, Aug 15, 2025

Free Hugs?: "Today (8/15) we learned a little bit about dignity, Coggers, and the depths a fella will stoop too for a free soft drink. Just now our General Counsel, Earl Duval, (normally a man of impeccable character and sober discretion, steeped in juris prudence) made a beeline for Coca-Cola's promotional "Hug Me" dispenser. He wrapped his arms around the thing (*below*), and sure enough, he was rewarded with a free can of



Coke! And he's not the only one – this foxy box has been feeling the love and giving it right-back-atcha all day today! If you're in the neighborhood and maybe a little parched, swing by Marshfield Base Station – this is a one-day promotion thanks to our pals at Coke, and the offer is good thru the end of the day, or until the machine is empty." **Michele Johnson:** "I'll bet he wrote that disclaimer...or until the machine is empty." **Mount Washington Cog Railway:** "Michele - Correct, and he asked us to add more specificity to that last statement." **Mark Schraut:** "While you're hugging it, it steals your wallet...." **Meg Trumbull Cowan:** "Get a room!"

- MWCR Facebook page - Fri, Aug 15, 2025

August 16th

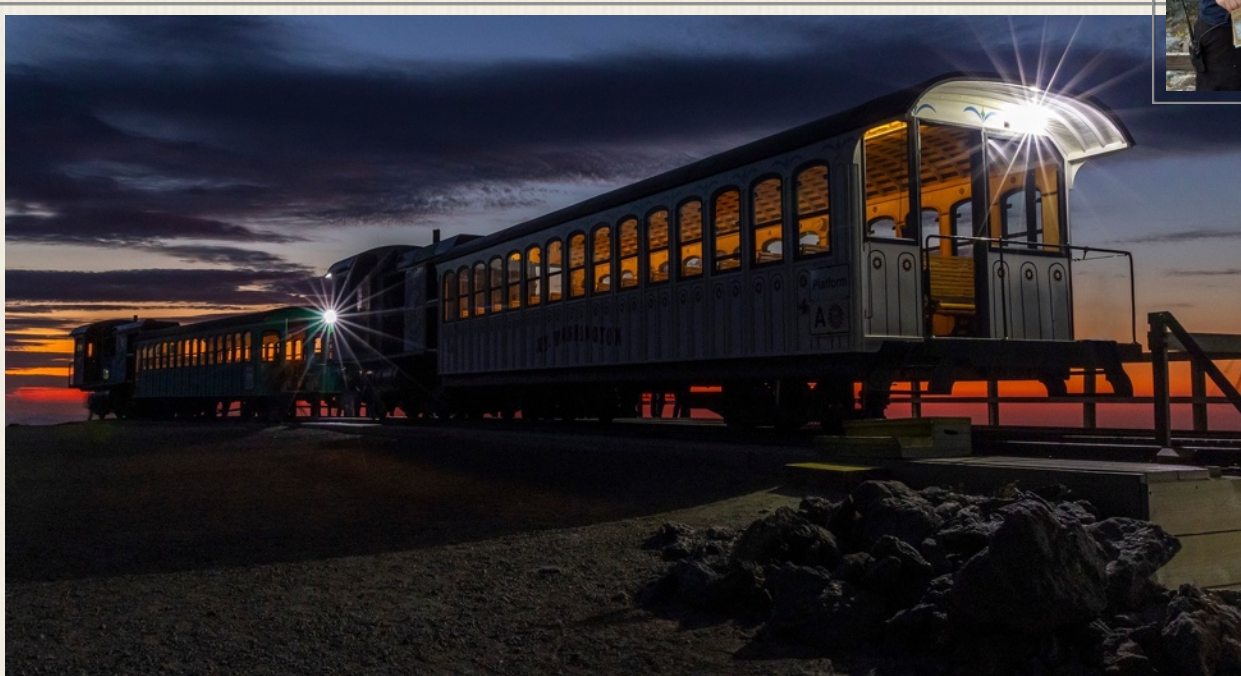
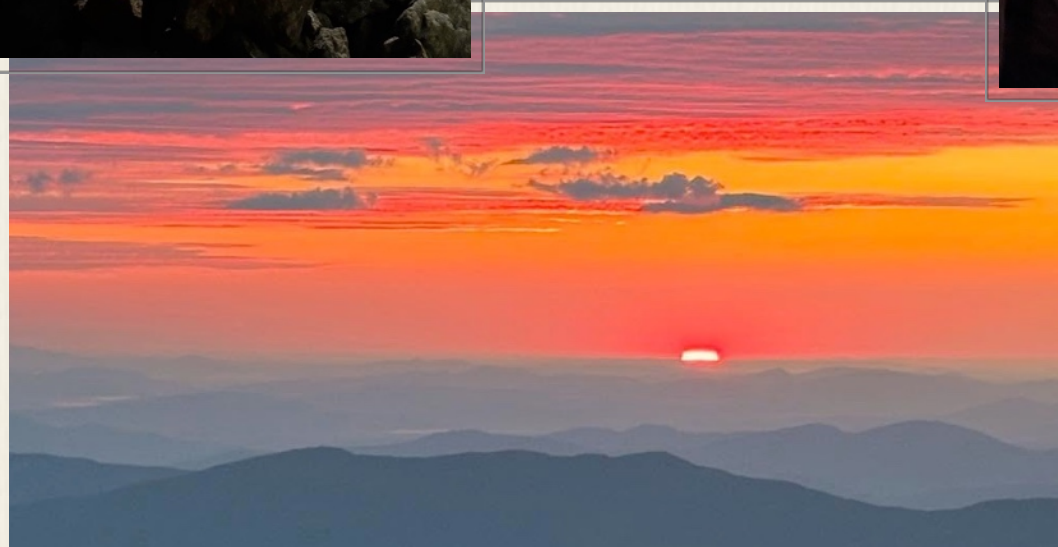
Steam Status Update: Charley Kenison asks Paul Forbes: “What are you working on up there? Any progress on the boilers?” **Paul Forbes:** “Putting the No. 2 back together. Should be out soon.” **Dave Moody:** “Paul - Just in time for the busy fall season to screw the schedule up !” - Facebook.com - Sat, Aug 16, 2025



August 23rd

The Sun Also Rises: Train-master Andy Vilaine: “Another scintillating sunrise from the “palace of prominence™” atop New England. **Susan Gummerus Presby:** “Unbelievable pics Andy. Thanks for capturing another great start to the day.”

Sunrise Train: A double on top (left); Chef Vilaine prepares some oatmeal for breakfast (right); the sun also rises and the first out crew of engineer Andy Vilaine, brakeman Erika “Icky” Scales, brakeman Fred Smith & engineer Scottie Paine.



Another Viewpoint: Chris Whiton’s FB photo post (left) solicited comments. **Greg Kretschmar:** “What a GREAT image! Nice catch Chris” **Stephen Crosby:** “The Crew at the Cog start early!” **Matt DiMaio:** “Ok - I’ve loved your stuff for a long time Chris but this just blows me away... Wow... just WOW!!!”

Mount Washington Cog Railway at Sunrise (2025)
- Chris Whiton photo / White Mountain Images

- White Mountain Images
FB / Sat, Aug 23, 2025

August 20th

Colorado Cog Not Amused: “This week, Manitou Springs (CO) City Council unanimously approved an ordinance submitting a ballot issue to voters of Manitou Springs for the City’s Nov. 4 regular election to increase the City’s excise tax on ticket sales and admission fees. This ballot question is part of the “balanced approach” plan for addressing the City’s projected \$4.3 million budget shortfall advocated by Councilor John Shada and Mayor Pro Tem Natalie Johnson. In addition to increasing the “amusement tax” from 5% to up to 14%, the City will also need to divert \$1.9 million of parking revenue to the streets department. The “amusement tax” has not been adjusted since 1972, and would only apply to businesses charging admission fees or utilizing tickets. “A zip line ticket, a \$99 zip line ticket would be an increase of \$9,” explained Johnson during a Jul. 29 town hall. “A train ticket, \$67, would be an increase of \$6, ... and then, again, an admission ticket of \$12.75 would be an increase of \$1.15.” Two members of the public spoke in opposition to the proposed ballot measure. “I certainly recognize and appreciate the budget deficit that we’re facing and know that that’s a complex issue for us to navigate,” said resident Steve Czarnecki, who expressed concern over the city’s lawsuit with the Cog Railway. “Obviously there’s ongoing litigation that may limit the benefit, and potentially eliminate the benefit of this tax actually reaching to city coffers. And for us to put the majority of our eggs in a basket that might have a giant hole in the bottom of it to cover this tax deficit may not be the wisest path forward.” Robert Hefner, owner and operator of the Manitou Cliff Dwellings, expressed concern over the impact it would have on his business. “Shouldn’t we as Manitou City Council be worried that a triple tax on tourism is going to affect us and what the long-term effects of that are going to be?” he asked. “I guess I’m asking you guys to not allow four entities, which would be us, Iron Springs Chateau, Miramont Castle, and Adventures Out West Zip Lines to pay this tax, or pass it on to our guests and hope that they stick around for it. It just does not seem fair to have four businesses - I know there’s the Cog, but the Cog has a whole other deal where they are a \$500,000 cap limit, so really, unless there’s something that’s going to change with that, the Cog is not going to be somebody who is paying this tax to you guys or you’re going to be reimbursing the \$2.5 million or the \$3 million you collect over \$500,000. So I just feel like we’re still going to be at a major shortfall and this is not the solution.” In April the Cog Railway filed a lawsuit against the City of Manitou Springs, claiming that the City has failed to honor the 2018 Tax Incentive Program Agreement. Manitou Springs and the Cog entered a 50-year agreement to provide tax revenue to the city, preventing a budget crisis. Under the Agreement, the Cog Railway made payments totaling \$1.25 million to the City between 2018-2020 to prevent a budget shortfall and provide tax revenue to the City. In exchange, the City agreed that it would thereafter annually reimburse excess excise tax above \$500,000 to MPPR. The lawsuit claims that on December 3, 2024, during adoption of the 2024 budget, City Council voted to not appropriate at least \$638,536 in funds to MPPR for Excess Excise Tax reimbursement for 2024 and to instead allocate those funds to the City’s general fund. On Aug. 15, Ted Johnson, general manager of the Cog Railway, wrote a letter to Mayor John Graham and City Council. “It should be of grave concern to the City and to its citizens that a huge increase in a tax primarily targeting one of its most important businesses, combined with the City’s bad faith attempts to shirk its obligations under the Tax Incentive Program Agreement, will alarm and worry potential lenders and investors in the City,” wrote Johnson in a copy of the letter obtained by the *Bulletin*. “Countless other public-private agreements throughout the state depend on a municipality honoring their financial obligations and promises such as those upon which [Manitou & Pikes Peak Railway Company (MPPR)] relied. The City’s actions undermine the ability to do business with the City and call into question the predictability of other business arrangements in which private entities depend on Colorado public entities to honor their agreed-upon, multi-year obligations.” Johnson claimed the proposed tax is a response to the Cog’s lawsuit. “The Proposed Ordinance appears to be a retaliatory measure by the City in response to the effort by MPPR to resolve the dispute under the Agreement over unpaid amounts,” he wrote. “Although most of the impact of the proposed ordinance will fall on MPPR, the proposed ordinance also threatens other existing and potential businesses in the City. The City’s blatant disregard for the agreement, and its continuing bad faith conduct towards a significant business and corporate citizen, threaten to undermine future businesses’ desire to locate in Manitou Springs as well as the ability of any business to rely upon the commitments of the City.” Councilor Julie Wolfe spoke in favor of the ordinance. “I think this is worth a try,” she said. “There’s no guarantee that the outcome of the litigation will be that we have the authority to appropriate or not appropriate funds, even though our contract with the Cog says that that’s our right - is to appropriate or not appropriate annually as the need may be. I understand that the last 10 or more years that the Cog has been in business, the number of visitors rarely changes each year, even though they’ve more than doubled their price of their ticket over the years. I’m not too concerned that it’s going to cause a decrease in the number of patrons

who choose to ride the Cog. I have nothing against looking in the future at other opportunities such as the lodging tax increase or other things that may bring in, you know, nominal amounts of money but still something. I think we should move forward on this.” Council voted unanimously to refer the ordinance to voters.”

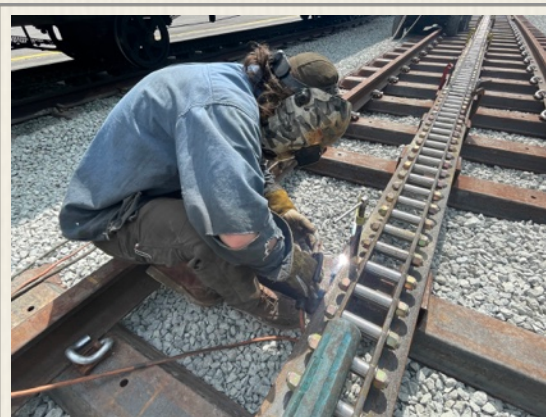
- *Pike's Peak (CO) Bulletin* - Aug 20, 2025 <https://pikespeakbulletin.org/featurednews/council-approve-ballot-measure-despite-cog-railway-objections/>



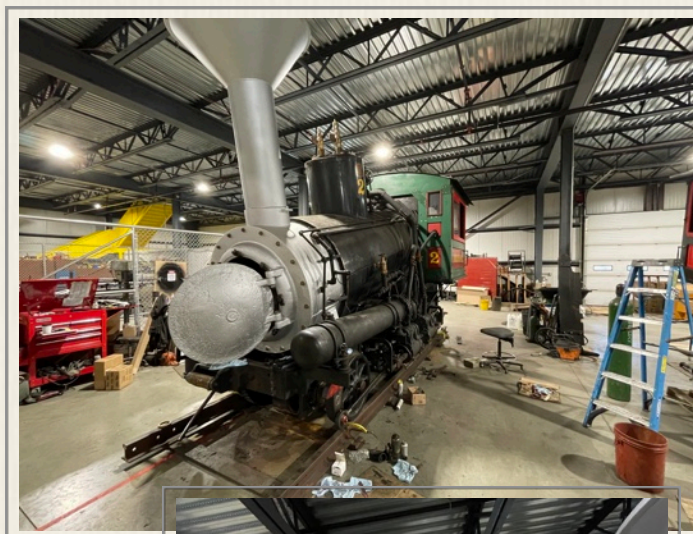
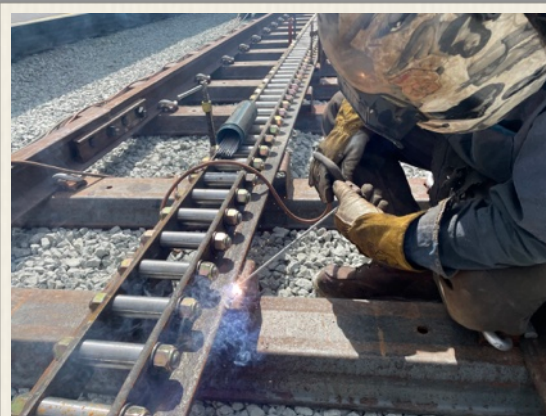
August 23rd

Summer Projects Update: Allen Haggett posts images with the following explanation: “Cog Railway is continuing to get big upgrades to the base area. Main line upgrade is starting to happen. (left) Base tank getting a ball valve shutoff (right) instead of the old cable & flapper. Also now has a plastic storage tank inside. Steamer to hopefully be out REAL soon.” **Michael Thompson:** “Pretty” **Adam Kendall:** “Looking awesome” **Fanny (Teague) Blaggie:** “Keep up the good success”

- *Mt. Washington Cog Railway: We Worked There* FB - Sat, Aug 23, 2025



Tracks & Engines - Oh, My!: Allen Haggett posts more images with the following explanation: “Big strides making progress on the new replacement main line track at the base. Fabricator & master welder Liam Scales welding the new bolted spool style racks to the center risers. Very impressive work being done. Serious upgrades & History being made by Wayne W. Presby & the Cog Railway. Going to look great when these upgrades are completed. **Shawn Foss:** “That looks amazing!!! How is the tensile strength of those new spools as opposed to the previous style?”

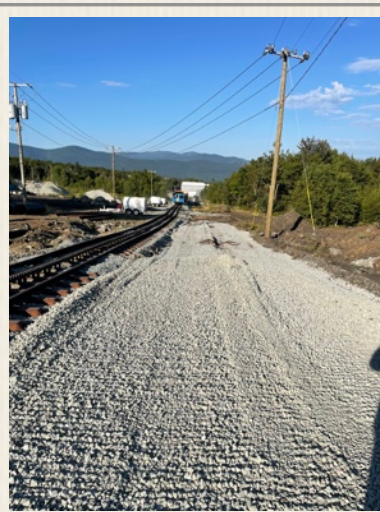


Allen Haggett: “Coming Soon!!! The Deuce getting it's finishing touches.” **Icky Scales:** “I’m so excited for it to be back on line !” -

Mt. Washington Cog Railway: We Worked There FB - Sun, Aug 24, 2025

August 26th

“Almost There”: declares veteran Cogger Art Poltrack as he posts a video of a stream of water



2025

coming out of a gauge cock next to the repaired boiler's water gauge on his *Facebook* page(right) along with a still of the locomotive's livery (below) for the Fall runs to Waumbek Station. **Kevin Madore:** "Fire that baby up!" **Paul Forbes:** "Kevin - fingers crossed for tomorrow!" **Dave Moody:** "Paul -Hopefully it only runs from the shop to Marshfield for the season !" **Forbes:** "Dave - it's not going much further than that!" **Dave Kurz:** "I wish I could pee like that" **Robert Whalen:** "Art, that water drip, that's by design, right? A Beautiful looking ma-



chine." **Art Poltrack:** "Robert - Absolutely. That's a water gauge valve, showing the safe water level in the boiler. The boiler has been filled with cold water which will warm overnight and, fingers crossed, the real heat starts tomorrow....."

- Art Poltrack FB - Aug 26, 2025



August 27th

Good Morning America promo: Brakeman Terry Burton posts on his Facebook page: "Hey Friends. *Good Morning America* will be at the Cog Railway Thursday (8/28) broadcasting live on TV all day. Riding to the summit on my train. Stay tuned!" **Karen Bussing:** "So exciting Terry!" **Kevin S Shaw:** "How cool is that! We will be watching!" **Melinda Collelo:** "How cool!!! What channel tv? Friends from Moosup met you on the train and said what a wonderful experience you gave them!" **Robert Daniels:** "They've got the right guy" **Jim Powers:** "So Awesome! What a great experience you'll share with the rest of America!" **June Foley:** "Your a great representa-



tion for the cog!!" **Susan Gummerus Presby:** "Can you make this shareable please" -Terry Burton Facebook page - Wed, Aug 27, 2025

August 28th

Good Morning America: "Good afternoon, Coggers- the grins are ear-to-ear around Marshfield today, because we finally got our 15 minutes of na-



tionwide fame! *Good Morning America* broadcast LIVE from one of our trains climbing Mount Washington this AM, as part of a profile of New Hampshire for their “50 States in 50 Weeks” series. You can check out the highlights of today’s visit on the GMA project site”

<https://www.goodmorningamerica.com/video/125054409>

Elizabeth Morin: “Nice!! Where else can you go to another country, 3 adjoining states, ocean, mountains, city and the North Country in the comfort of your car and in just a few hours!?” **Lucy Lentini Cartabona:** “It was gorgeous up there this morning!” **Pat Marcotte:** “We made good national news!” **Peggy Bragg:** “Thank you Good Morning America!” **Rick Faber:** “Too bad it wasn’t steam!”



Good Morning Deuce: “Coming soon (left) to a mountain-climbing Cog Railway near you...” **Denis Finnerty:** “Steam!!!” **Kate Reardon:** “When when??!!”

It’s Baaaaack....!: “Good things come to those who wait, Coggers, and we’ve all waited long enough... STEAM IS BACK ON MOUNT WASHINGTON! On Friday, August 29, 1-hour round-trip vintage steam excursions to WAUMBEEK STATION (4000') head up the hill at 12:00 and 2:00, followed by MID-MOUNTAIN STEAM SPECIALS running up to Waumbek Thursday–Sunday at

10:00, 12:00 and 2:00 every week thru mid-October. Meanwhile, daily diesel service to the 6288' summit continues hourly, from 9:00 until 3:00, for the 3-hour round trip. Take your pick, steam or diesel– the adventure begins...” **Wayne W. Presby:** “We were forced to eliminate steam operations at the beginning of this season. Two weeks before the season was to start we were told by regulators that the fireboxes needed to be reinforced or we couldn’t operate them. We hydro tested the boilers last fall and they passed the tests but we were told that didn’t matter. We were able to get one repaired to run this fall but it is limited to 130 lbs of steam so we are only running it to Waumbek. We have ordered two new boilers for the 9 and the 2 that are being built as we speak. I hope to have one completed in the Spring of 2026 and the second by mid summer 2026. Once this work is completed we should be good for another 40 years.” **Jean LaPrade:** “Wayne - thanks for the explanation! Look forward to 2026.”

- Mt. Washington Cog Railway FB page - Thu, Aug 28, 2025

August 30th

Rep. Goodlander: “A big thank you to first term-Congresswoman Maggie Goodlander for visiting us on the summit of Mount Washington yesterday (8/30), along with partners New Hampshire State Parks, Mount Washington Cog Railway, and Mt. Washington Auto Road (right). After a tour of the weather station, a round-table discussion focused on each organization’s collaborative role in the growing outdoor recreation economy and related housing, healthcare, and workforce issues. MWOBS is committed to working with partners across the state to ensure our guests not only can take advantage of these recreational opportunities, but also that they have the information to do so safely. - MWObs



Photo Op: Group photo with Congresswoman Goodlander (red coat white blouse) and staff along with team members from MWOBS (Drew Bush - kneeling right), Mount Washington Cog Railway (Earl Duval), Mt. Washington Auto Road (Howie Wemyss - kneeling left & Toby Reichert-stand left), NH Economy, Granite Outdoor & Ski NH. (2025)
- Mt. Washington Observatory image via FB



September 2nd

Sunrise Too: “Good morning Coggers - Set your alarm for “stupid early” and put a pot of coffee on, because the final SUNRISE SPECIAL of 2025 goes up the hill on Saturday, September 20 at 4:45AM! This is your last chance this year to watch the day begin from the top of New England. Tickets are available now. PS – thanks to brakeman Erica Scales for the awesome snap!” **New Hampshire Vacation Guide:** “A great way to start your day!” **Diane Arriel Wood:** “We are just SO excited for this trip. Thanks for offering it again.” **Daniel Day:** “You should do it with steam next year!” **NH Vacation Guide:** “Daniel - That’s a great idea!”

- Mt. Washington Cog Railway FB page - Tue, Sep 2, 2025

September 3rd

Traffic Alert: “Welp, Coggers, it’s our favorite time of year once again, and we’re not talking about the annual “would ya look at all the leaves” extravaganza. It’s TRAFFIC SEASON (yay?), and this year, it’s complicated by roadwork and construction projects in and around the Base Station and our immediate vicinity. We’re really looking forward to expanded and paved parking lots here at Marshfield, not to mention the elimination of the beaver-dam-induced flood zone on the Base Road, and whatever-the-heck-they’re-doing-again-out-at-the-Route 3/302-traffic-light. But until all these much-needed improvement projects are a wrap, it’s a good idea to allow a little extra travel time to get here. Remember: like time, our trains wait for no one!”

- Mt. Washington Cog Railway FB page - Wed, Sep 3, 2025

September 4th

Waumbek Discount: “Pssst... hey Coggers. We’re about to make you an offer you can’t refuse. Use promo code 15OFF at checkout and you’ll be riding one of our vintage steam trains up to Waumbek Station for 15 bucks cheaper than the dude or dudette in line behind you. This offer is good for steam trains running on the next 3 pre-leaf weekends only - September 6&7, 13&14, 20&21. It’s also good for ONLINE SALES ONLY! Facebook doesn’t have a “fine print” option, so we’ll use the same point size to remind you that steam excursions DO NOT go to the summit this year, and that the round-trip to Waumbek and back is roughly 90 minutes, including time off the train at the station.” **Miguel Menendez:** “Does this train ride goes all the way to the top at the observatory?” **Susan Gagner:** “Miguel - no, it was stated in the post” **Menendez:** “Susan - do you know if they have one that goes all the way to the observatory? Or only you can go by taking your own vehicle, thanks.” **Shawn Foss:** “Miguel there are trains that do go to the summit, but they are powered by the fleet of biodiesel locomotives, not the steam” **Susan Gagner:** “Miguel - yes , the cog does go to the top, it seems only the steam ones don’t. I have been numerous times.”

- Mt. Washington Cog Railway FB page - Thu, Sep 4, 2025

September 12th

Mt. Washington Commission: 2025 proposed meetings are scheduled for Sept 12, Pope Memorial Library, North Conway at 10am. **Cog Clatter:** “The Mt. Washington State Park partners are hoping August visitor numbers signal a rebound that will soften the economic blow of Canadian tourists not crossing the border to demonstrate their displeasure with President Donald Trump’s volatile tariff policy. Although Trump’s name was not mentioned at the Mt. Washington Commission’s Friday (9/12) meeting at the Pope Library in North Conway, the tariff trickle down was quietly outlined. Canadians make up 90% the Appalachian Mountain Club’s international hikers. This year a 37% decline in Canadians on AMC trails could yield year-end numbers being down by more than 50%. AMC’s Chris Thayer told the group “July performed poorly” but August came back. Overall lodging at the Huts was up year over year. Tobey Reichert of the Auto Road said their “season started horribly” due to the weather and the uncertainty over Canadian visitors. They, too, saw rebound in August to levels they are used to seeing on the road. The Cog Railway’s Ryan Presby agreed. The early months of the summer of 2025 were “atrocious,” said Presby, but August was better. State Park Director Patrick Hummel concurred that the park season was “down compared to last year.” Retail sales at the Sherman Adams

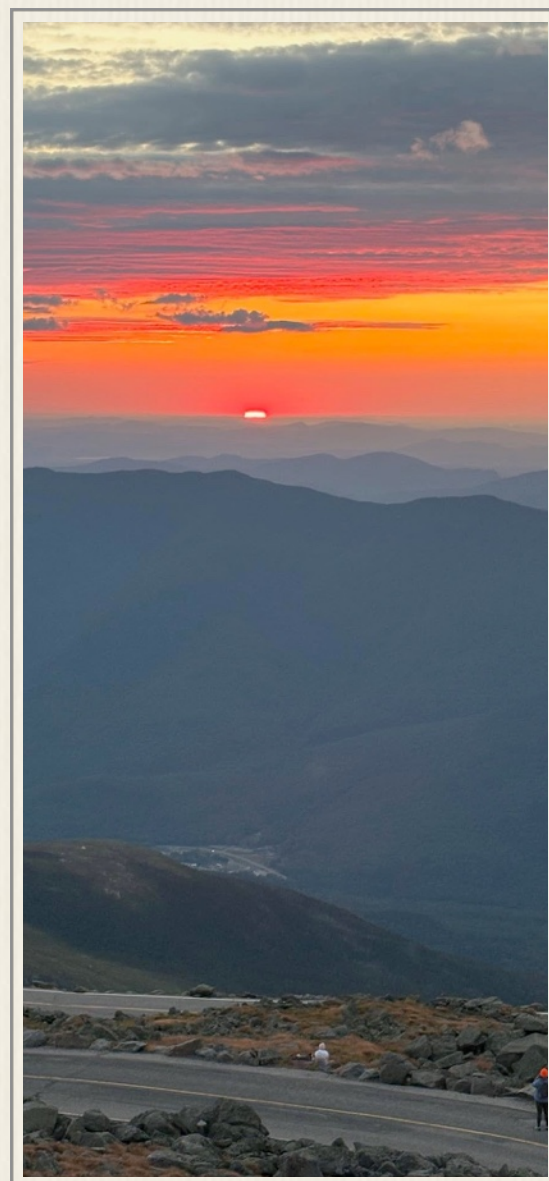
Building were running at 5 to 6% below 2024. The Cog Railway began running *Facebook* promotions for its busiest time of the year nine days later hoping to put as many tourists as possible on the trains to soften the economic blow.

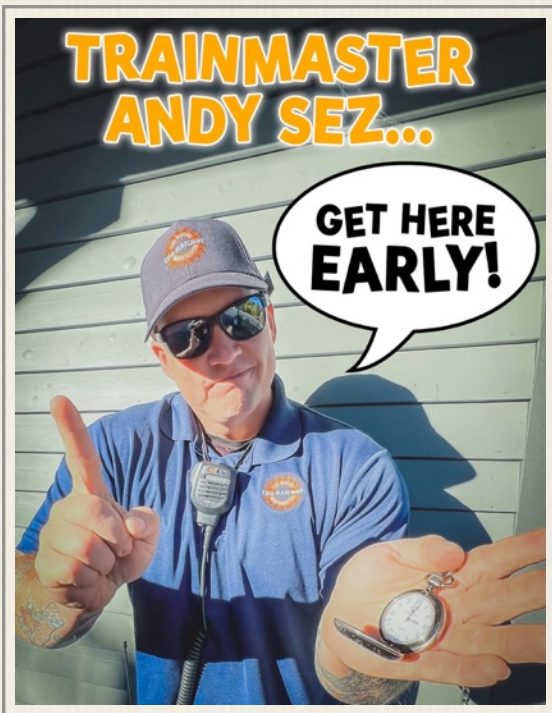
Minutes: Chair (Rob) Kirsch called the meeting to order at 10:01 a.m., with a quorum present. *Master Plan.* Mr. (Albi) Fioravante reported two separate contracts will be bid out this fall with a start of work in the spring of 2026. One contract will be for inspection of the five (5) 20 thousand gallon fuel tanks. The other contract will be for water and soil sampling of the Yankee well spring and other areas of suspected contamination releases. Results of the studies will be incorporated into the Tighe & Bond assessment. The Commission indicated that the investigation scope should include all areas of possible contamination identified in the investigative call attended by Tighe & Bond and former summit employees from the 1950s through the early 2000s, and that sampling explore possible contamination from the 2003 summit fire. Mr. Fioravante agreed to include those areas and to share a draft scope of work before any contracting occurs. *State Park Report & Operations.* Mr. (Patrick) Hummel reported that the waste water treatment plant has been doing fine this first season. Tip Top house heating system has been fixed and the electrical system analyzed by an electrical contractor. The roof at the Tip Top house is at end of life. Season visitation was down and therefore revenue was down. Overall, revenues are down about 5-6% compared to 2024. Unfortunately, there were two fatalities this summer. Drones were used for active search and rescue for the first time. Gov. Ayotte visited Mt. Washington and Good Morning America did a segment on the summit this summer. **Partner Reports.** *AMC.* 150th AMC anniversary in 2026. Shift to fall hut operations with Madison and Lakes of the Clouds last night of full-service as 9/20/25; Year-to-date actual for international travel is down 37%, the projected to year-end is down 52% and the total year for international (Canadian) travel to AMC is projected down 41%. Overall AMC lodging activity is up year-over-year, so we've largely been able to backfill the loss with domestic travel particularly in peak months where demand is high (August/July). Months like May however, dragged on the year-over-year as the Canadian travel is traditionally part of the makeup that helps fill beds during lower demand periods and those beds were not backfilled. *Auto Road.* Mr. (Tobey) Reichert reported focus has been on maintenance and upkeep given the drop in visitation. The entrance way and parking lot has been finished. Visitation rebounded in August and are hoping for a better fall. *Cog Railway.* Mr. (Ryan) Presby said they are continuing with projects which include new loading gates and paving. His August visitation also was strong. *MWObs.* Mr. (Drew) Bush provided his report on MWObs activities. The Obs continues "to work to inform public decision makers about the important work happening on Mount Washington. Since our last meeting, we have had two incredible visits by our state's federal delegation (Senator Jeanne Shaheen and Representative Maggie Goodlander) and one by eight state legislators from Concord. A sincere thank you to the Mt. Washington Auto Road, NH State Parks, Omni Mount Washington Resort, Mount Washington Cog Railway, individual commissioners, and all others who were able to join us. We've done well building relationships to serve the mountain and our upcoming assessment—and even made headlines in quite a few places. We're gearing up for a huge year ahead with our school programs, that went from 8 member schools to 22 last year. In particular, we are emphasizing winter educational field trips to Waumbek with the Mount Washington Cog Railway and Winter Cutoff with the Mt. Washington Auto Road for many non-member schools.

September 16th

Sunrise Two Reminder: Just a reminder, Coggers – it's your last chance this year to watch the day begin from the summit of Mount Washington (at least if you want to take the civilized method of getting up there). Our final Sunrise Special of 2025 leaves Marshfield Base Station at 4:45am on Saturday, September 20. We've even added a second train to the trip, so seats are still available" **Diane Arriel Wood:** "we so enjoyed our sunrise ride yesterday morning!! so spectacular"

- Mt. Washington Cog Railway FB page - Tue, Sep 16, 2025





September 17th

Coös County Planning Board: Meets at 6 pm at the North Country Resource Center, 629 Main Street, Lancaster, NH. Any other business: a. Discussion with Resilience Planning relating to next steps of updating the Unincorporated Places Master Plan.

September 21st

Early is On Time: "Good Sunday morning Coggers! Right on schedule, the leaves are doing their thing, which means the out-of-towners are loading up the station wagons, strapping the kids into the wayback, and joining the convoy of fellow leaf-seeking travelers on the long slog north (or east, west or south). So, also right on schedule, we have to remind our visitors once again that the Cog Railway runs on a SCHEDULE! That means that the departure time on your ticket IS NOT your arrival time at the Base Station! Please make sure you get here AT LEAST 45 minutes before your train is scheduled to depart. If you don't, it will most likely depart without you. Most of our trains sell out this time of year, so there is never a guarantee that seats will be available on a later train if you miss

yours. Finally, remember this, as you're standing in line waiting to powder your nose at the Hookset Rest Stop: as spectacular as the destination is, life (and an autumn road trip) is all about the journey!" **Mick Collins:** "as a Concord Coach driver i feel your pain with the last minute arrivals and their cry of "but i have a ticket!"



Brakeman Terry promoting, too!?!:

"Foliage Update - Friends, come up and enjoy an incredible historical Cog Railway experience and our beautiful foliage season!" **Tom Doyle:** "Your looking pretty colorful yourself Terry..." **Melinda Collelo:** "Love these Terry! So is the train still running? My son Nathan and his family are going to be in New Hampshire, Thursday, Friday, and Saturday. I think I so want them to experience this!" **Terry Burton:** "Melinda - Yes this is our busiest season. Wish I could meet them!"



September 25th

Rain Check: "Happy soggy Thursday, Coggers – it's raining, and boy do we need it! More importantly, though, we need to remind all of you up-and-coming passengers to PLEASE check-in at the ticket desk when you arrive. You must present one of our fancy, limited edition souvenir tickets, printed by one of our friendly ticket desk agents, to the brakeman as you board the train. The train crew cannot honor print-at-home tickets, or e-tickets displayed on your phone. Contrary to popular opinion, this has nothing to do with dodgy eyesight or lack of technological savvy. It's so we know who we're hauling up to the summit, and more importantly, who we need to make sure that we bring back down. It's why Trainmaster Andy, a dilettante when it comes to ancient Latin, is always walking around mumbling to himself "nemo resideo... nemo resideo" (look it up)"

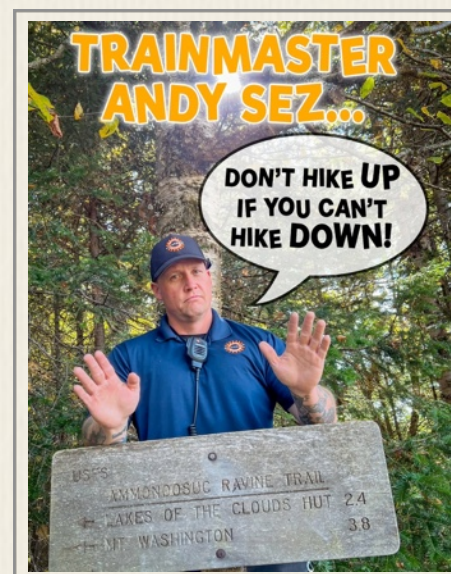
- Mt. Washington Cog Railway FB page - Sep 25, 2025 - 11:30am

September 28th

Autumn Hikes?: "It's officially Autumn, Coggers, when a young person's fancy lightly turns to... hiking to the summit of Mount Washington! Trainmaster Andy will be the first to tell you that, while it can be a wonderful outdoor adventure, it is very definitely

not one to be taken lightly. It is a long, difficult and potentially hazardous climb, not a walk in the woods, and hikers must be well prepared for just about anything. Anything is what often happens. As an active volunteer with Pemigewas-set Valley Search and Rescue (<https://pemisar.org>), Andy knows of what he speaks. Throughout the White Mountains every year, scores of inexperienced, under-prepared or over-confident hikers find themselves in need of assistance or even an all-out rescue. And every year, a few of them become tragic statistics that not even a heroic rescue effort can save. While one-way train tickets off the mountain are sold at the summit post office (when it is open), they are only sold if and when seats are available. This time of year, most of our trains are sold out to round-trip customers. For that reason alone, hikers are warned to never plan on a down-mountain train ride after a long, hard climb. Remember: if you hike to the summit, you must always be physically and mentally prepared to hike back down.

- Mt. Washington Cog Railway FB page - Sep 28, 2025



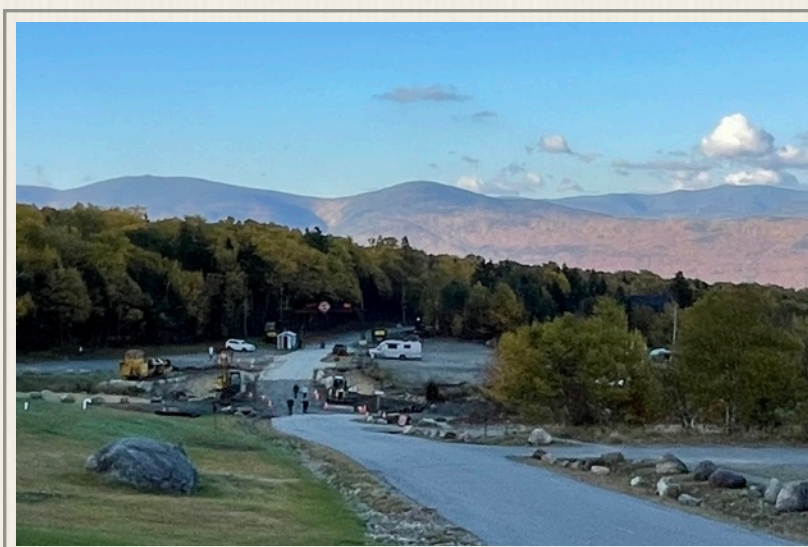
September 28th

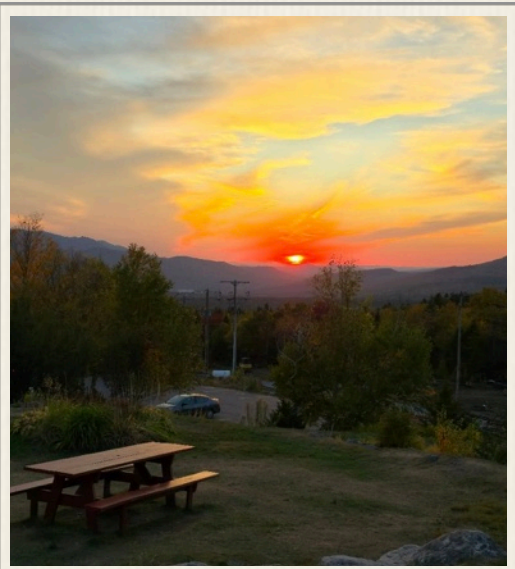
Master Plan Implementation Continues: Cogger Allen Haggett visually updates fellow Cog veterans about changes at the Base Station: “Some Mt. Washington Cog Railway base area improvements happening. New entrance & exits. Entrance is now through the former hiker parking area on the right with a new concrete culvert on both roadways.. Exit is still the same road but with new culverts and ditching. Things are happening at The Cog 2025.”

- Mt. Washington Cog Railway: We Worked There FB page - Sun, Sep 28, 2025



Allen Haggett: “Big happenings being done at the Base Station. Mainline track is now being completely replaced with new steel ties, ballast, drainage and 100# rail. New washout pit for the Steamers. Thanks to Mark Sodergren, track crew & Presby Construction. Fabricator & master Welder Liam Scales welding the new style racks to the center risers. Water tank upgrades. Huge transformation when this multi year project is complete. Thanks to Wayne W. Presby & the Mount Washington Cog Railway for keeping the Cog going. History is still being written.” **John MA Rolli:** “Interesting! Ed Clark once told me that he envisioned replacing

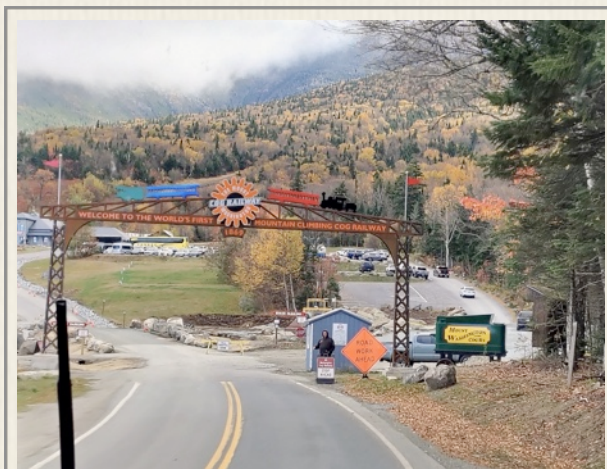




wooden ties with concrete ones, with a cast-in center pedestal for mounting the rack.” **Erich Kenison:** “Less mowing, how about the potty in the shed?” **Shawn Foss:** “Awesome- is the plan down the road to have all steel ties or just at Marshfield?” **Christopher Countryman:** “Just curious...what’s the advantage of steel ties vs concrete or wood ties.” **Peter Driscoll:** “Well, at least I can still use my Devil's Shingle at night” Allen Haggett: “The Deuce, a beloved engine of the Mount Washington Cog Railway, is making its final trips from the Base Station up to Waumbek Station after an impressive 39 years (*with the same boiler*). Its trusty boiler has powered countless scenic journeys, becoming a familiar and cherished symbol for visitors. Even as it nears retirement, the Deuce’s boiler continues to perform admirably, showing the enduring spirit of this historic train. Looking ahead, the Deuce and #9 Waumbek won’t be slowing down for long. In 2026, hopefully both engines are set to return to the tracks with brand-new boilers,

ready to climb back to Mount Washington’s summit. This renewal promises another 39 years of breathtaking trips and treasured memories, keeping the magic of the Mount Washington Cog Railway alive for future generations to experience history in motion.”

- MWCR:Worked There FB page - Wed. Oct 1, 2025

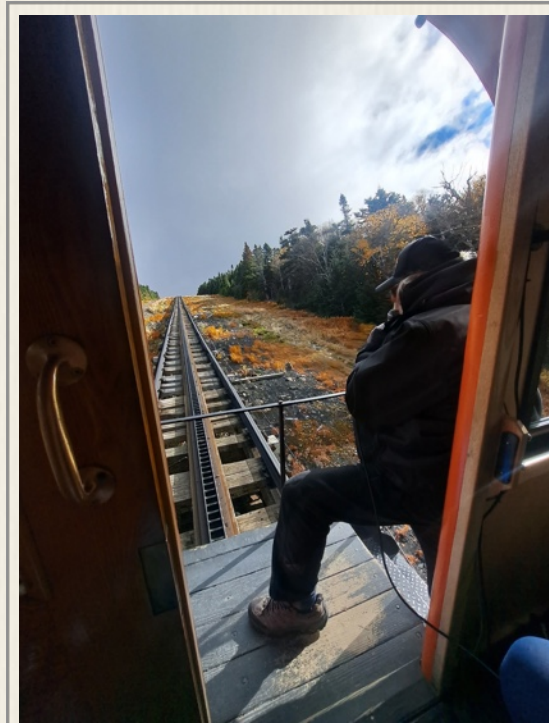


October 9th

Tour Bus: North Country Tours posted: “We visited Mt Washington NH yesterday (10/9) via the Cog Railway. Started out around 50 degrees and went to 6000 + elevation, 16 degrees and minus 9 wind chills. Brrrrrr it was cold, but very pretty. Another great adventure shared by all . Back at the Indian Head,

Mark Shelton entertained at dinner, and a card competition was held at Woodward's Resorts. Later that evening, a power pole was struck and both resorts were out of power for about 3 hours. What happens in the dark, we'll never tell. Some videos to follow, and a collage of pictures shared by our travel friends. Today, off for VT.”

- North Country Tours FB page - Thu, Oct 9, 2025



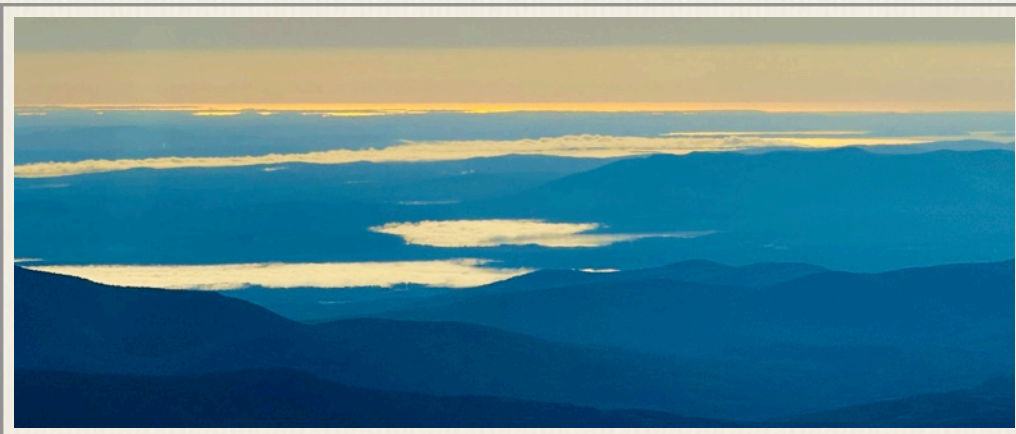
October 11th

Good Day Sunshine: Brakeman Terry Burton at the Summit posts a morning shot (*right*): “Good Morning Sunshine! Atlantic Ocean off the coast of Casco Bay, Maine 130 miles away.”

- Terry Burton Facebook page - Sat, Oct 11, 2025

October 13th

SEVERE WEATHER ALERT, MONDAY, OCTOBER 13: Hurricane force wind gusts, freezing rain (*next page from ticket office monitor*) and ground ice at the summit. Mount Washington State Park Visitor Facilities are OPEN for restrooms only. Hourly diesel departures to the summit will continue as scheduled, but with reduced



layover times at the top. Steam trips to Waumbek Station (4000') will continue as scheduled.

- Mt. Washington Cog Railway FB page - Oct 13, 2025

October 15th

SEVERE WEATHER ALERT, WEDNESDAY, OCTOBER 15: High winds, freezing rain/fog and ground ice at the summit. Hourly diesel departures to the summit will continue as scheduled, but with reduced layover times at the top. Mount Washington State Park Visitor Facilities are limited to emergency restroom visits only. Passengers will remain on the train at the summit.

- Mt. Washington Cog Railway FB page - Oct 15, 2025

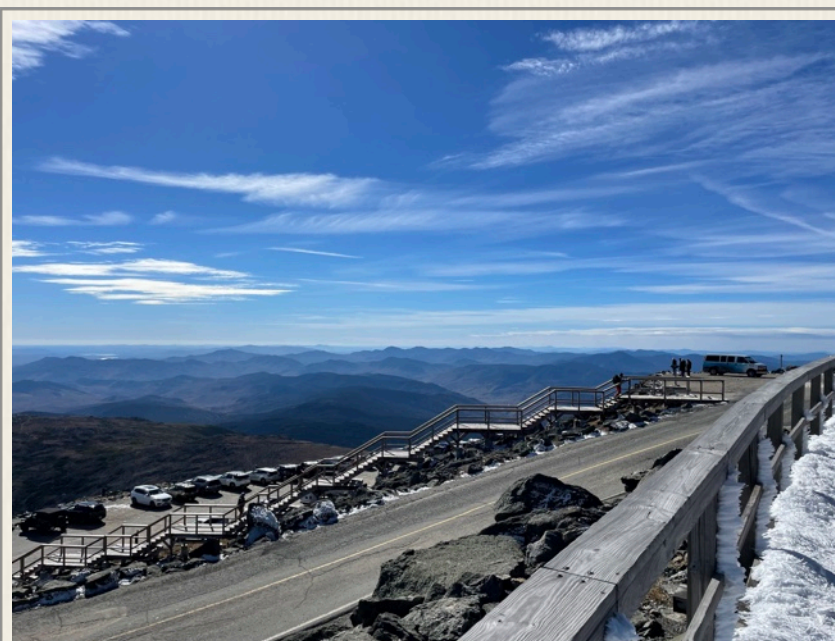
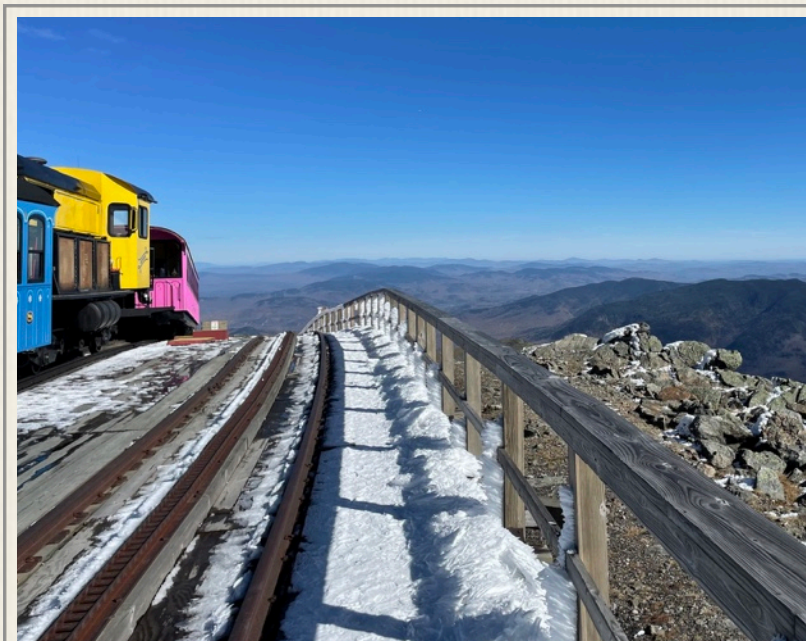
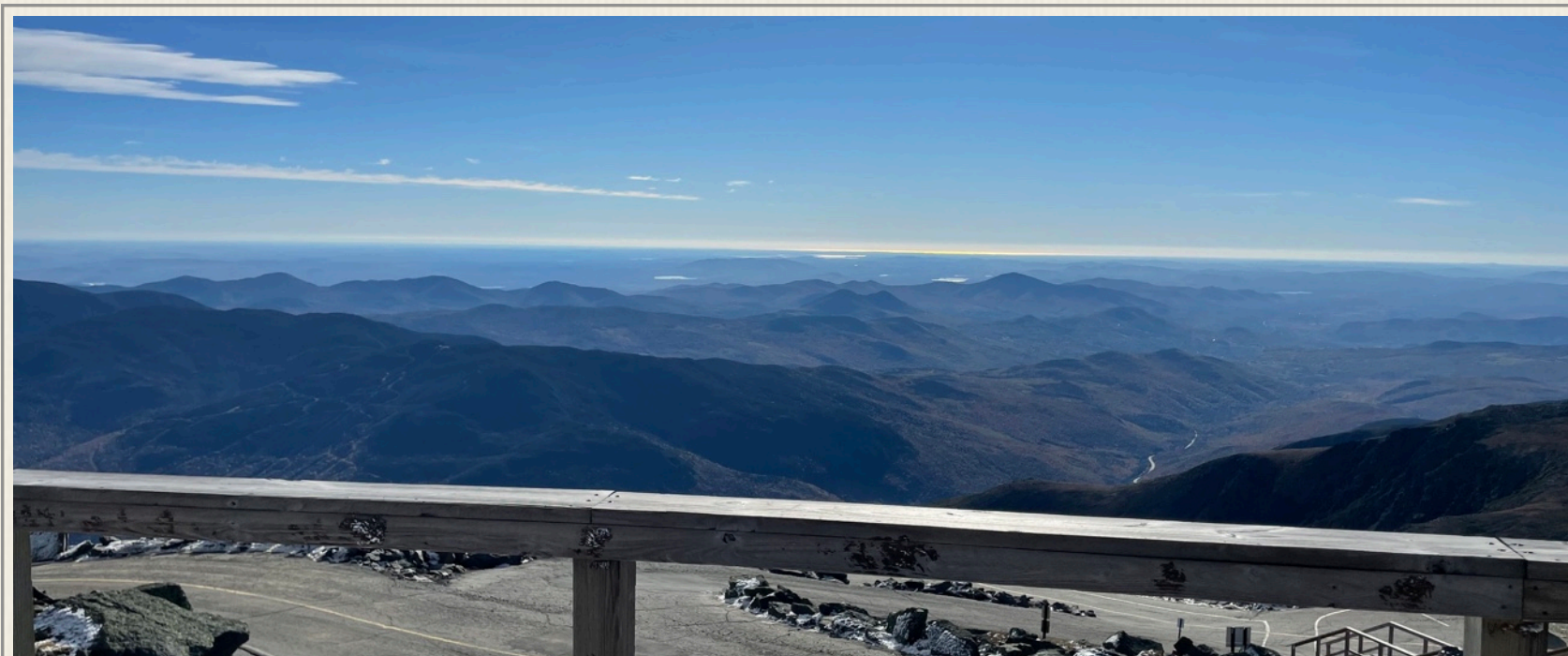


October 17th

~~**Mt. Washington Commission:** 2025 proposed meetings are scheduled for Oct 17, TBD- Cancelled~~

October 18th

From Summit to the Sea: Engineer Allen Haggett posts: "Hard to pass up this office view, considering what the weather could be for October 18th. These type days come EXTREMELY rare for this time of year. Views don't get much better than this. Atlantic Ocean in Maine in the distance." **Icky Scales:** "Looks like an excellent day to be up there. I am sure you enjoyed every minute." **Art Poltrack:** "Beautiful photos!"



2025

October 20th

SEVERE WEATHER ALERT, MONDAY, OCTOBER 20: Heavy rain and dangerous wind gusts at the summit- all remaining trains will terminate at Skyline today (5300')

October 24th

"Today's Views": Posted engineer Josh Bishop on his *Facebook* page along with photos (*below*) to document the Summit conditions. **Denise H Bilquin**: "Looks perfect for this time of year!" **Faith Boisvert**: "Denise - too early." **Dakota Noel**: "Wow a cloud" **Charley Kenison**: "love it!" **Cathy Bishop**: "Oh no I'm not ready" **Shari Bucciarelli**: "Nooooo! Not yet" - Bishop Facebook page - Fri, Oct 24, 2025



Today's Views: Snow and rime ice meet trains & travelers to summit of Mt. Washington on the Friday (10/24) before the World Series begins. (2025)
- Josh Bishop photos via FB



TGIF Coggers! November is nearly here, there's been a chill in the air around these parts lately, and we just got a postcard from the MW State Park summit crew relaxing by the pool in Orlando. That can only mean one thing: **WINTER TRAINS ARE BACK ON MOUNT WASHINGTON!** Daily, hour-long service to our winter destination at 4000' begins Monday, October 27 thru early May, 2026. Trains leave Marshfield Base Station at 9:00, 10:15, 11:30, 12:45 and 2:00, 7 days a week. As always, winter visitors enjoy complimentary hot re-

freshments, a blazing fire pit, warming huts, and stunning fair-weather mountain views. The Cog is still the coolest way to spend a cold day on Mount Washington!" **State Park Director Patrick Hummel**: "Relaxing by the pool in Orlando??? That would be nice! But we are still up top taking care of the summit throughout the winter even though we are closed to the public" **Mount Washington Cog Railway**: "Patrick - sorry, our mistake- just re-read the postcard, turns out it was sent from the Mount Washington, Arizona crew. Stay warm up there!" **Hummel**: Mount Washington Cog Railway easy mistake!" **John Goreham**: "Are there working bathrooms at the top?" **Mount Washington Cog Railway**: "John - We have porta-potties. (*left*) The state park building on the summit is closed." **Kathryn Craddock McKee**: "Mount Washington Cog Railway thank you very much for maintaining these! Hikers are grateful for them." **Sarah Walstad Zappala**: "Mount Washington Cog Railway where is this? That's got to be one big ice cube." - Mt. Washington Cog Railway FB page - Fri, Oct 24, 2025



October 25th

Group Hike to Hypothermia: SARGENT'S PURCHASE, N.H. -

Nearly two dozen hikers had to be rescued off Mount Washington Saturday (10/25) after being surprised by early-season snow. The hikers made it to the 6,300-foot summit on their own, but when they got there, they found two to three inches of snow and a howling wind. The operators of the Cog Railway said some of the hikers were underdressed and wearing sneakers. They said some were shivering and close to hypothermia. Some hikers had expected to catch a shuttle bus back to the base, without realizing that the road to the summit was already closed for the season. "I'd say maybe a good quarter of those may not have made it down," said Andy Vilaine of the Mt. Washington Cog Railway. "Some of those more serious cases that were already soaked through and beginning those early signs of hypothermia would have had trouble making their way back down. Train crews packed the hikers into the cars and the locomotive and gave them a ride back down. They charged them the standard \$61 for a one-way ticket. The Mount Washington Observatory reports that this year's first snowfall at the summit is actually a little later than usual." **Allen Haggett:** "Another save from The Cog." **Art Poltrack:** "Diesels save lives!" **Haggett:** "They were EXTREMELY LUCKY the Cog was there" **David Clifford:** "A lot of hikers 'dis' the Cog until it proves its worth yet again. Thank you to the dedicated Coggers who assisted in rescues over the years." **Haggett:** "True that!!!"

Tom Fillion: "My first summer at the Cog (1968) I lived in the cabins behind the kitchen. I remember hearing hikers yelling lost on the mountain at night." **Hannah Niemi:** "Life savers for unprepared morons. Just don't winter hike if ya can't." Faith Boisvert: "Hannah - it's snowing at the base. Coming to work this morning (10/26) hikers heading up." - www.wcvb.com/article/nearly-two-dozen-hikers-rescued-from-mt-washington-after-early-season-snowfall/69156223? / Mt. Washington Cog Railway: We Worked There FB page - Sun, Oct 26, 2025 & Mon, Oct 27, 2025 / WCVB-TV5 - Sat, Oct 25, 2025



October 26th

Summit Run Finale: "Last weekend for Summit trips. The usual Fall weather for the final trips. Snow, 2 degrees with the wind chill and 45 mph winds. John Stinehour, Andy Vilaine, Icky Scales, Allen Haggett (right) are the crew with Haggett posting the pictures (next page) of the Summit conditions the last weekend on Facebook.

- Mt. Washington Cog Railway: We Worked There FB page - Sun, Oct 26, 2025

State Parks PSA: HIKE SAFE - Be prepared or hike another day. It's winter on the summit of Mount Washington. At 12pm on October 26, it was 21 degrees with a 30mph wind. The Sherman Adams's building at Mount Washington State Park is CLOSED for the season and there is no shelter. Multiple people have arrived at the

summit the last few days very unprepared for winter and required assistance. Be "Wildly Responsible" and please do some research on current higher summits weather and bring everything needed to hike in winter conditions or just hike another day." **Phil Brodsky:** "It is stunning that so many people would climb to the top of Mt. Washington this time of year unprepared for the weather. A couple of summers ago, I took the Cog Railway up & down. It was 30 degrees and foggy at the top (the fog eventually cleared) - and this was in August."

Steve Orcutt: "I was at the summit Saturday (10/25) afternoon on cog rail road and as we looked out the windows the gentleman who was giving the lecture of the mountain spoke of this possibility as you could see hikers were not prepared." **Roberta Fitzgerald:** "Is it me, or are a whole bunch of people suddenly gotten 'tiktok' stupid? As in, 'Oh let's do this thing (insert dumb action here) and post on tiktok. We'll get a million likes and be Faaayy-mous!!'"

Michael Cetaruk: "Roberta - not really, there are people dying on Mt Washington now and there were people dying on Mt Washington in the sixties (9 in 69) going all the way back to 1849. People overestimate their ability and worse, underestimate Mt Washington" **MaryColleen Patterson:** "I honestly didn't know the building closes for the season, but also it's because I'd never go up there in October lol"

MOUNT WASHINGTON, N.H. - First responders are warning anyone heading up Mount Washington to be





prepared after dozens of hikers were brought down the Mount Washington Cog Railway this weekend. Andy Vilaine and his team at the Cog Railway helped the hikers who were caught off guard by winter conditions make it back to the base. “Number of folks were in the early stages of hypothermia, confused about what the offerings and availabilities would be at the top in terms of shelter and rides down,” Vilaine said. New Hampshire Fish and Game also helped some hikers in distress. “It’s literally life or death situation. If they go up there unprepared,” Lt. Mark Ober with New Hampshire Fish and Game said. Ober said a group of Canadian hikers in sweatpants and sneakers tried to get into the Summit Building, which is now closed to the public for the season, along with the Mount Washington Auto Road. “People should not be hiking unless they’re fully prepared. Part of that preparation is doing research and finding out what the conditions are. The Mount Washington Observatory has a great website that tells you up-to-date conditions at the time,” he said. Grace Mardo and her friends, former SNHU athletes, planned out all the details for their Mount Washington adventure and



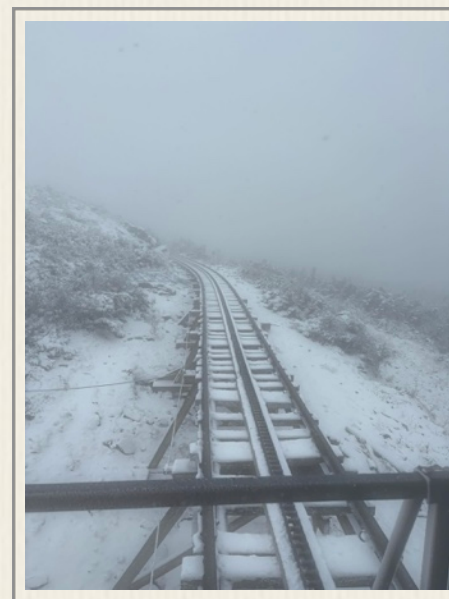
were’n surprised to learn of the more than two dozen hiker rescues. “So we had a lot of layers, gloves, hats, things like that,” one of Mardo’s friends said. The Mount Washington Cog Railway will help hikers with a ride down if there is room, but it costs the price (\$61) of a one-way ticket.” The warning to be prepared was echoed by Mariana Milosavljevic (left) on the *Hike the 4000 footers of NH!* Facebook page with images from her climb. “Washington was spicy yesterday. (10/25) “Winter” is back everyone. Pack your spikes, goggles, gaiters... you’ll need them. So many people were taken

down on Cog yesterday, they were so lucky it’s still running. Be prepared!” **Javis Sanchez:** “Amazing! Which trail did you go up from? I’m also planning on doing this over the next 2 weeks or so, it will be my first time.” **Mariana Milosavljevic:** “Javis - for the first time I would



suggest Ammo or Lion Head. And either go with someone who's already done those trails, or hire a guide. Washington in this conditions can be brutal." **Jo-Ann Hall:** "It isn't a snowy summit if Mariana Milosavljevic isn't in the midst of it So glad you're back in the mountains" Cog trainmaster and avid hiker Andy Vilaine posts on the *Hike the 4000 footers* page: "PSA: Summits at or certainly above 4000 feet have full winter conditions. This should come as a surprise to no one. Today (10/26) on the Cog Railway, we have brought down over 20 ill prepared hikers from the Summit of Mount Washington. Many were hypothermic and without gear even near suitable for the conditions. Most had no idea that Summit services would be unavailable and that the state park was closed for the season. A few indicated it was their first hike ever. Please don't become a statistic and do your research before venturing out. If you are headed up tomorrow, the weather conditions will be comparable to today. Hike Mount Washington like it is any one of the other 48 peaks. Do not assume service ds or a ride down. The summit is halfway." / Cogger Allen Haggett links to the WMUR

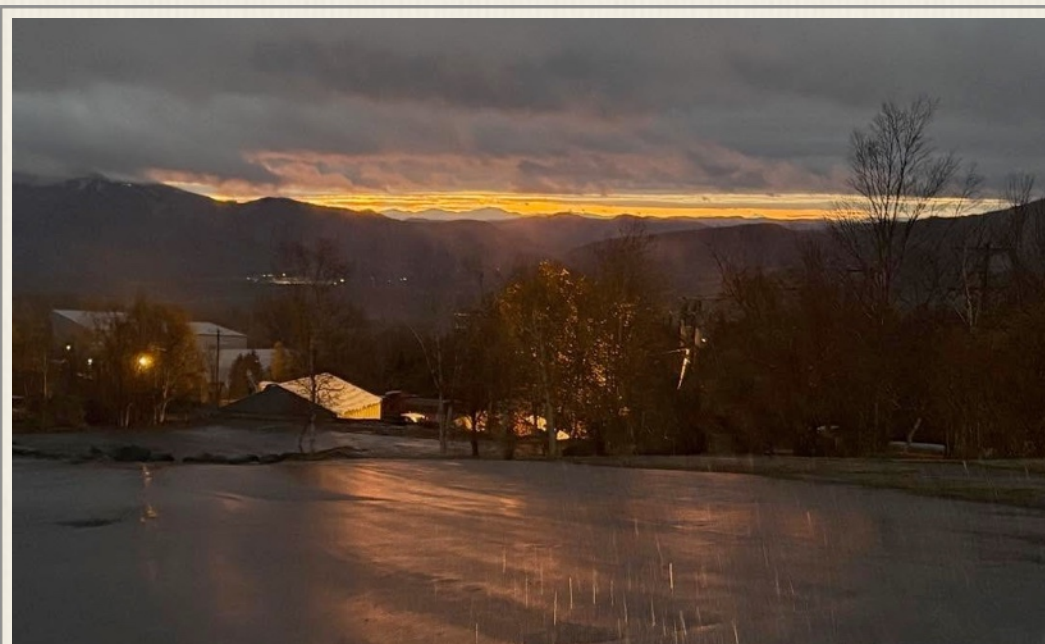
report with the comment: "More unprepared hikers on Sunday." **Icky Scales:** "Sooo many unprepared people on the mountain this weekend. It was crazy." **Fred Willey:** "Icky - the word idiot comes to mind." **Kathy Socha Lockwood:** "Saving people from themselves" The story of the weekend "rescues" of ill-prepared hikers from Mt. Washington spread out over media outlets NBC10 crew from Boston made it to the Base Station on Tuesday. Allen Haggett told Jitney Jr: "The 911 call for an uber was special. If we were telling this adventure



around a campfire, no one would believe us. The (reporters) missed the two chihuahuas I also brought down. Fox News took the tale national sending *Fox & Friends* meteorologist Janice Dean to the Summit via Mt. Washington Observatory snowcat to do live shots (left) Tuesday. Former engineer, Waumbek tank ice climber **Jon Sykes** commented.: "OK, calm down. You just picked them up and brought them down. And yes, most likely saved a few. But rescue would imply that you purposely hiked up and carried them down. That's not what happened, is it. Good timing is more like it." Trainmaster Andy Vilaine put a capper on it Tuesday: "Grateful to be part of a community that

looks out for one another in the mountains. Over the weekend, we used the Cog Railway to help bring several hikers safely down after things took a dangerous turn for some of them. These mountains are beautiful but unforgiving. Preparation, awareness, and respect for the weather make all the difference. Thankful for the teamwork, my Cog crew, Mount Washington State Park, NH Fish and Game, the volunteer SAR teams and the shared goal of getting everyone home safe. Proud to be part of the SAR community and grateful for the partnerships that make these rescues possible.

- NH State Parks FB page - Sun, Oct 26, 2025 / *Hike the 4000 footers of NH!* FB page - Sun, Oct 26, 2025 /



www.foxnews.com/us/more-than-20-ill-prepared-hypothermic-hikers-rescued-from-snowy-conditions-new-englands-highest-peak/ /

www.wmur.com/article/unprepared-hikers-cog-railway-mount-washington-nh/69158741/ / Mt. Washington Cog Railway: We Worked There FB page - Mon, Oct 27, 2025



October 28th

Snowmachine Club Thank You: “The trail to the Cog Railway Base Station (*left*) has been improved. Thank you to The Cog Railway for donating the work on this trail. This will allow the trail to be more easily groomed and we will be grooming it throughout the season. Definitely worth checking it out.” **Tim Yah:** “What trail# is this off of?” **Twin Mountain Snowmobile Club:** “Tim - the intersection of Jefferson notch rd (corridor 11) and Mt Clinton Rd. You can continue up Base Road at this intersection to the Base Station.” **Casey Pelletier:** “I like that trail.” **Jason Ulitsch:** “This a great news...place to see for the little museum and a quick snack too. Awesome” **Theresa Gar-**



neau Armstrong: “And restrooms!” **Lincoln Treble:** “I remember when the road was the trail.” **Stephen Salmond:** “Great job guys. We love going up there at sunset.” **Bill Mahoney:** “Love the view of the mountain on that trail” Jason Fulton: “A new place to check out by sled. That is really neat! Thank you!”

- Twin Mountain Snowmobile Club - Tue, Oct 28, 2025



October 29th

New MWCR Boiler - First Look: Paul Forbes post the picture (*left*) with the comment: “Looking forward to throwing some coal through this door!” **Art Poltrack:** “Is this for a 2' gauge?” **Forbes:** “Art - it is for a 4'-8" gauge rack railway” **Poltrack:** “Paul - oh, duh on me, I now see the inside of the firebox. I look forward also. Did you check to see if we could fit through the door?” **Forbes:** “Art - I know I can't! But I'm not as svelte as you!” **Jon Sykes:** “Coal in the hole” **Art Poltrack:** “Cookie will be happy with the thermic siphon tubes. Go arch brick!” **Mark Sodergren:** “Art - you know it” **Pete Barrington:** “Okay, I give up ... where is this and what RR is it for?” **Paul Forbes:** “Pete - Mt Washington Cog Railway” Two new boilers are being manufactured for the Cog by Maine Locomotive & Machine Works.

- Paul Forbes Facebook page - Wed, Oct 29, 2025



November 5th

Let It Snow: Assistant Trainmaster Josh Bishop posts some workplace photos with the comment: “Playing in the snow today” Mt. Wash Obs Tech Director **Keith Garrett:** “way better view (*next page*) than the one from that pipe on top of the hut. I saw new power conduits going in the other day, I can always move a cam.” **Bishop:** “Right”

-- Josh Bishop FB page - Wed, Nov 5, 2025



November 9th

Out With The Old: Cogger Allen Haggett posts: “BIG HAPPENINGS @ THE MOUNT WASHINGTON COG RAILWAY - Ole #9 Waumbek is being disassembled (*right & below*) as they prepare to remove the old boiler, which has been in service since 1986. It has served The Cog faithfully for nearly four decades. A new boiler is expected to arrive this winter, with plans to have #9 ready for the Summer 2026 season, continuing its proud legacy of carrying passengers to the Summit for another 39 years. After the #9 is restored, plans are to get the Deuce torn down & outfitted with a new boiler.”

Beech Hill Automotive: “major surgery! keeping history alive!” **David Clifford:**

“Document, document, document! Lots of pictures!” AND Haggett says: “The NEW generation of Cog racks being made for the new Main Line track. Eventually replacements for the mountain will be built. Still built in house at the cog.”

Doug Waites: “Beats turning them on the engine lathe.” **Michael Thompson:** “Very cool” **Allen Haggett:** “finished product” **David Huber:** “How



will they be fastened to the tack assembly?” **Haggett:** “David -They will be welded along the angle iron to the steel risers on the ties. The risers replace the wood centers. Welding done (*right*) by The Cog’s in house welder Liam Scales.” **Huber:** “Allen - what about on the Mountain?” **Haggett:** “Holes will be drilled on those to bolt to the wood.”
- Mt. Washington Cog Railway: We Worked There FB page - Sun, Nov 9, 2025



November 15th

Walking & Welding: Adina White: “There’s no trick climbing up Mt Washington in winter conditions, the only



thing is don't plan on stopping long at the top to rest when is brutally cold and windy."

Derrick Combs: "No line a mile long waiting to get a pic by the sign either." **Adam**

Tirrell: "One of those rarest Washington days today (left), with Monroe just above the clouds. Up Ammo and down Cog, snowshoes needed for unbroken trails after Lakes un-



til just before the summit; some people broke trail w/o noting where the cairns were, but this weekend'll fill that path in, so people can go safely cairn to cairn in low visibility

later. Plenty of drifts." **Kimberly Ross Poirier:** "Breathtaking views of winter in the whites"

Matt Gallant: "So killer. I'm planning on snowboarding the Cog from the summit on Monday (11/17) I'm hoping for comparable conditions."

Adam Tirrell: "Matt - NWS / NOAA shows Monday looking very rough." **Gallant:** "Adam - Yeah not looking good. Hopefully it changes up. Tuesday is my other choice"

Robin Ridener Plumley: "Adina - Glad you had a successful trip. Such a beautiful day up there. Met you in the Ammo lot in the AM before you headed out - thanks for the trail intel."

Gab Dubuc: "hey Adina White it looks absolutely stunning! how long did it take and how many miles hiking safely up from the cog railway trail. thank you"

White: "Gab - 4 hours and a half round trip. That's the beauty of winter hiking, no long stops."

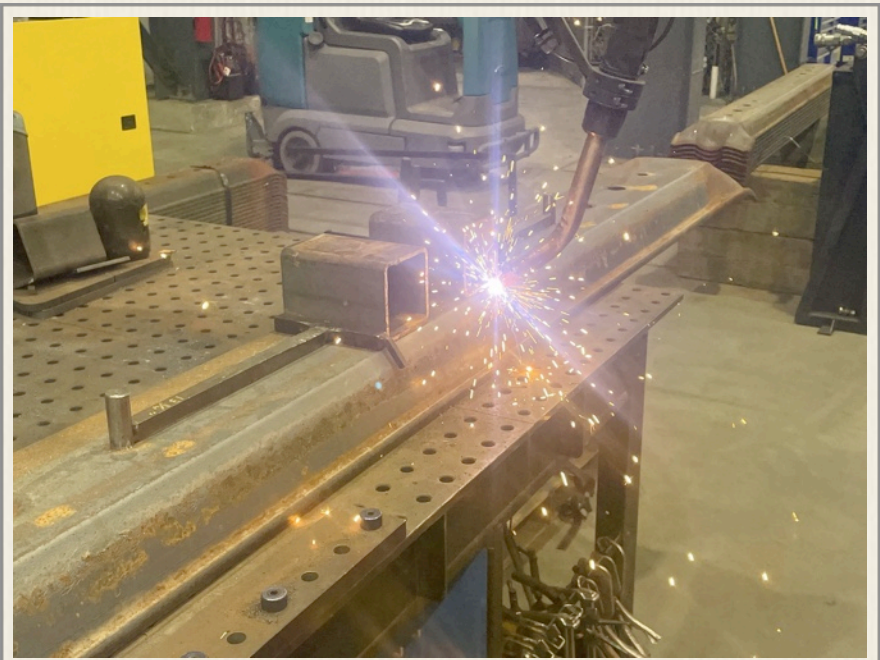
- The 4,000 Footer Club-

Climbing and Hiking in New Hampshire - Sun, Nov 16, 2025



Weekend warrior: longtime Cogger Al-

len Haggett continues to post shop updates to fellow MWR alumni: "The ongoing upgrades to the Mount Washington Cog Railway involve robotic welding of 30 steel ties on Saturday (11/15), which is a crucial step in constructing the main line track at the base. Still have more to do. This process in-



cludes preparing space/risers for the new cog racks, ensuring the track is properly aligned and ready for the installation of the upgraded cog racks."

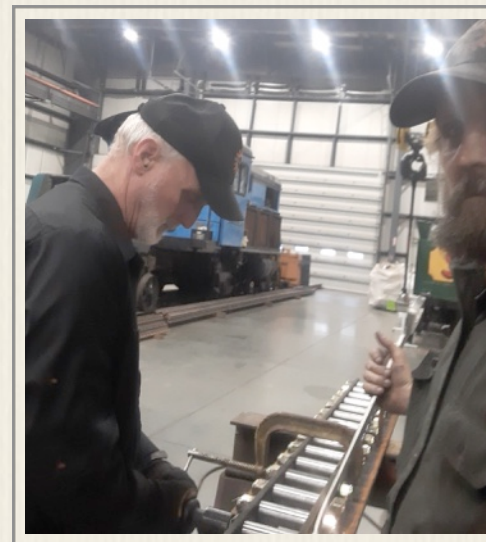
Art Poltrack: "30 down and how many more to go?" **Allen Haggett:**

"More ties in the parking lot covered in snow." **Wayne W. Presby:** "Allen - thanks for finishing off that batch of steel ties. I think we only have 75 left to weld up. That means we have welded 1425. I bought 1500, 1 for every 2 feet of track."

Mark Sodergren: "Working with Allen

Haggett (*right*) on construction of new racks for the base project. Always a great way to spend a day working with another veteran cogger.” **Shawn Foss:** “How do those newer spools hold up to the hammering from the 9 and 2? Assuming the biodiesels are much smoother torque transfer.” **Sodergren:** “Shawn Foss holding up very well after a couple years of hard traffic” **Foss:** “Mark - cool!! Can’t wait til summer get back up there again!” **David Huber:** “What is the advantage of constructing the racks in this manner. Are they still bolted down to the center pieces on the Mt? I don’t see holes in the angle iron.” **Wayne W. Presby:** “There are a lot of advantages. Easier to build, easier to repair, we can use harder steel for the spools without the need to massively pre heat the racks before welding, we can manufacture them in any length we want by varying the spool spacing by 1/16th of an inch, which means we can easily fix gaps on the hill without the need to tear up multiple racks. These racks are being made specifically for the base tracks and are welded to the spacers welded on to the steel ties. Racks made for the hill will have holes for bolts or lags.”

- Mount Washington Cog Railway - We Worked There - Tue, Nov 11, 2025 & Sun, Nov 16, 2025



November 16th

Adventure is calling, even if the snow is falling... The Mount Washington Cog Railway’s excursions to Waumbek Station offer an easy way to embrace winter’s sublime landscape. During your time at 4,000', you can enjoy marshmallow toasting, snow angel making, and scenic photo taking! But if you are looking for full-on holiday



magic, budget in some extra time before or after your train ride to linger at the base station. You just might spot

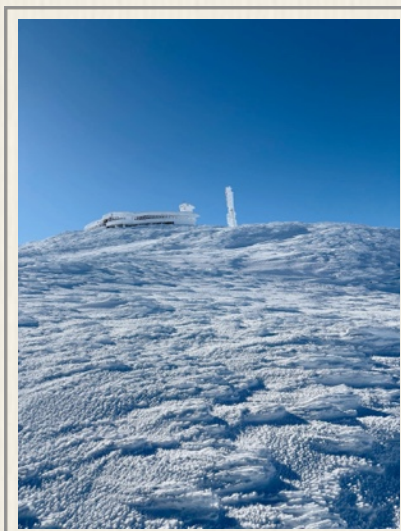
Santa setting up shop! VISIT WITH SANTA at the Mount Washington Cog Railway: Thanksgiving Weekend (*Friday, 11/28 - Sunday, 11/30*), every weekend in December leading up to Christmas, plus Christmas Eve day! Photo 1: Mount Washington Cog Railway | Photo 2: @colleeninthe603

- White Mountains New Hampshire FB page - Sun, Nov 16, 2025



November 19th

Snowvember Blows: Trainmaster Andy Vilaine posts with pictures: “Today’s episode: Digging the Cog out of Snowvember. Pretty sure Mt. Washington’s aiming for a new November snow record!” **Jane Labbe:** “Brrrrr” **Andy Vilaine:**



2025

“Jane - was warm!” **Grover Taylor:**
“Do they keep the cog at the top when
not in use?” **Vilaine:** “Grover - no eve-
rything starts out of the base” **Denise
H Bilquin:** “If the snow keeps falling,
the skiers will be happy halfway through
2026 b4 it melts.” **Vilaine:** “Denise -
could be a banner year” Vilaine also
sent a picture to the *Everything New Hamp-
shire FB* page and it got posted, too! It
drew over 100 comments. “THE COG
RAILWAY CLEARING SNOW up



Mount Washington above Jacob's Ladder as M6 fitted with the
snowblower cleared the tracks all the way to the summit. Photo
(left) and update courtesy of Trainmaster Andy and the Cog Rail-
way.” **John Sullivan:** “Is that guy taking a leak ? Lol” **Chuck
DuBois:** “John - if he is it's turning into yellow snow.” **Dominic
Adams:** “John - looks like he is pissing an iceacle” **Westley Tyler
Dunham:** “John - thats the first thing I thought as well” **Billy De-
laney:** “🎵 watch out where the huskys go...” **Laura Brilla:** “Did
you pass your OSHA 10? Or 35? I don't know what it is now.
That does not look safe” **Janet Lavigne:** “Laura - no it doesn't
look safe” **Bob Hawley:** “Janet - he's fine take a deep breath.”
Adam JM: “Laura - shut up Karen. Shit has to get done and
some people arent cry babies about it.” **Brilla:** “Adam JM - fig-
ures Red Sox fan” **Paul Pintal:** “Laura - old railroads like this are
grandfathered against newer safty and environmental laws”
Brilla: “Paul - I was just looking for a safety harness. I could see a
wind gust blowing that person right off” **Kris Loring:** “What the
hell,.. no Helmet... not safe... lol” **Phil LaBonte:** “Kris - No hel-
met laws in New Hampshire!” **Jon Verrill:** “I would think the
Cog might be iffy in ice and snow!” **Steve Ross:** “Jon - runs on a
rack and pinion system due to the incline, hence the name, The
Cog” **Wayne Bunker:** “Jon - As long as the “rack” isn't full of
ice, the cog will maintain positive engagement.” **Joe Bellavance:** “Everyone's favorite domesticated peak”
Wayne Bunker: “Joe - Possibly the most deadly “domesticated peak”. **Bellavance:** “Wayne - it's the hiking





Mount Washington Sunset on Thursday, Nov 20th: Debbie Gosselin: "That's magnificent!!!!" Kevin Madore: "Alpenglow" Tracey Turner: "Beautiful!! From a distance!!" Robert Whalen: "Excellent picture Art" Cheryl Robillard Leslie: "What a beautiful view!" (2025)
- Photo by Art Poltrack

community that's deadly. The mountain is quite domesticated." **Bunker:** "Joe - Maybe you should take a hike up there in the winter. Nothing domesticated about it." **Bellavance:** "Wayne - I have. Eventually I relocated to Alaska. It's domesticated. It's got a road to the top. A train. There is a snack bar at the top. More concrete on the top of the mountain than there is in my town. Domesticated." **Mount Washington Cog Railway:** "Earlier today, Trainmaster Andy recorded this otherworldly landscape above Jacob's Ladder as M6 fitted with the snowblower cleared the tracks all the way to the summit. That's Jake (*Gochie*) out on the running board operating the blower. - Andy Vilaine FB page - Wed, Nov 19, 2025 & Everything New Hampshire - Wed, Nov 19, 2025 / Mount Washington Cog Railway FB page Wed, Nov 19, 2025

Coös County Planning Board: Meets at 6 pm at the North Country Resource Center, 629 Main Street, Lancaster, NH - *Agenda:* 8. Any other business: Thompson/Meserve Purchase - Mt. Washington Railway Company - Earl Duval - Request for Zoning Change. "I am writing to formally request that the Coös County Planning Board consider a zoning change for the newly acquired land that the Mount Washington Railway Company received in the land exchange... as part of the land exchange the Cog Railway agreed to not develop certain areas of its newly acquired land. The land acquired from the United States of America is currently designated within the Management District and we are requesting that the land be reclassified to the General Development District, the same as the Cog Railway's existing land." (see



Vol 5 Documents & Maps for actual paperwork.) **Minutes:** ANY OTHER BUSINESS: a. Thompson/Meserve Purchase - Mt. Washington Railway Company - Request for Zoning Change. Earl Duval, on behalf of Mt. Washington Railway Company, requested that the Coös County Planning Board consider a zoning change for the newly acquired land that the Mount Washington Railway Company ("Cog Railway") received in the land exchange and resulting Boundary-Line Adjustment with the United States of America (White Mountain National Forest) located in Thompson and Meserve Purchase, Chandler Purchase and Sargent's Purchase. The land acquired from the United States of America is currently designated within the Management District and Cog Railway is requesting that the land be reclassified to the General Development District, the same as the Cog Railway's existing land. Since all the land acquired from the United States of America is contiguous with the Cog Railway's land it would seem to make the most sense to simply extend the existing General Development District designation to the new boundary line. An additional rationale for this request is the evolving needs and

growth opportunities for the Cog Railway. The General Development District designation would allow for a much broader range of uses and more flexible development options, which are consistent with the Cog Railway's existing use of its land. Specifically, the property's location, accessibility, and existing surrounding infrastructure make it well-suited for responsible development that would benefit local tourism, increase the tax base, and create new opportunities. The current Management District designation imposes limitations that would no longer be aligned with the property's highest and best use. The Cog Railway is committed to working closely with the Planning Board and the community to ensure that any future development is conducted in a manner that respects local values, preserves environmental quality, and contributes positively to Coös County's future. To that end, as you may recall, as part of the land exchange the Cog Railway agreed to not develop certain areas of its newly acquired land. Chairman Waddell asked Tara Bamford what the next steps would be. Ms. Bamford replied that a public hearing will be required and a vote from the Planning Board to recommend the change to the Commissioners and Delegation for final approval. Maps were provided for the Board's review. The restricted areas were built in for zoning purposes, including the areas to be restricted from development as part of the agreement with the USFS. Mr. Duval noted that the White Mountain National Forest gained 150 acres, and the Cog received 32 acres. A motion was made by Representative Jim Tierney, seconded by Mike Ouellet to accept the proposal of change and to move to a public hearing. The motion was approved in the affirmative by voice vote. **DATE AND TIME OF NEXT MEETING:** Chairman Waddell asked if moving planning board meetings to 4:30 p.m. would be an issue. Representative Tierney replied that it would be as it is committee day in Concord. There was a brief discussion about availability of members on different days. A motion was made by Ericka Canales, seconded by Marc Tremblay to hold future Planning Board meetings on the second Tuesday of the month at 4:30 p.m. beginning January 13, 2026. A public hearing will be held on the request for zoning changes from The Cog at the January meeting

Summit Environmental Report To Be Unveiled: "NORTH CONWAY – An environmental and structural assessment of the 60-acre state park at the summit of the highest peak in the northeast, Mount Washington, with recommendations for its future is part of a presentation that will be offered Thursday night. The state Department of Natural and Cultural Resources contracted with the firm Tighe & Bond to produce the "Mount Washington State Park Assessment and Recommendations for Implementation." Officials for the company will discuss the report at the meeting at 6:30 p.m. in the Fairbank Lodge at Cranmore Mountain Resort. According to the website for Tighe & Bond: The study area consists of alpine tundra, buildings and maintenance facilities, hiking trails, and remnants of historic uses.

- November 19, 2025 | <https://indepthnh.org/2025/11/19/mt-washington-summit-environmental-report-to-be-unveiled-thursday-in-north-conway/>

November 20th

Brakeman Burton's World: Terry Burton is on the first train to Waumbek and posts some images of his workday on his *Facebook* page: "More Beautiful Moun-



tain Moments..." **Harold Brooks:** "Long winter ahead!! Shovel in and Shovel out.. WOW!!" **Linda Rondeau:** "Spectacular" **Kathy Lachance:** "Wow! These pictures certainly show off the north country." **Faith Boisvert:** "A little chilly at the summit!" It was

10° with a 59 mph wind for a wind chill of -17° at 9:46 am.

- Terry Burton FB page - Thu, Nov 20, 2025 at 10am

Mt. Washington Commission: The November meeting will be on Thursday, November 20th at 6:30 PM in the Mt. Washington Room in the Fairbank Lodge (235 Skimobile Rd.) at Cranmore Mountain Resort in N. Conway. Tighe & Bond will be presenting for the majority of this public meeting (*below*). Link to slides at:

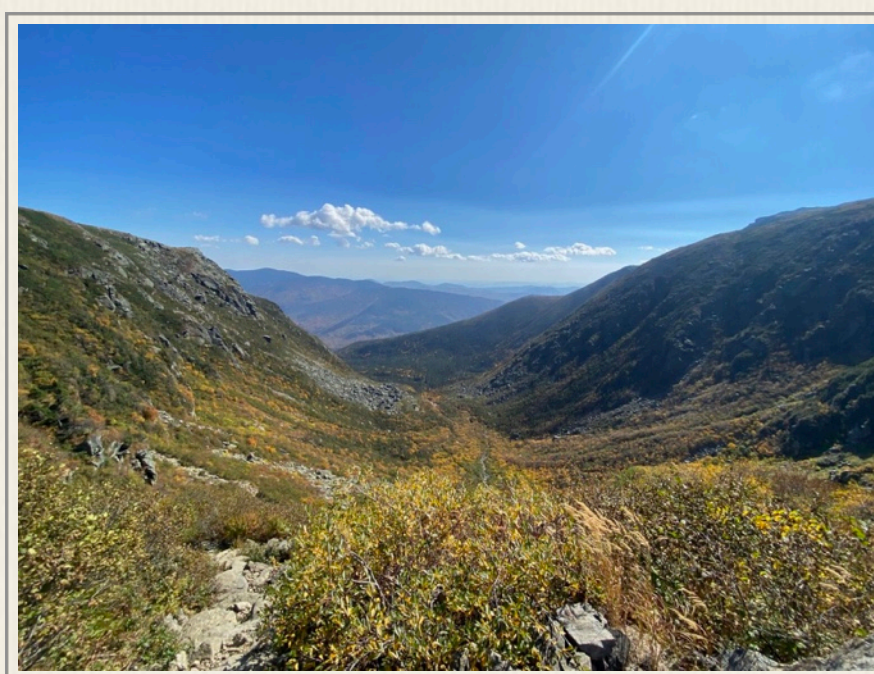
<https://www.nhstateparks.org/about-nh-parks/projects-and-improvements/current-projects/mount-washington-state-park-assessment>

NH Bulletin's Molly Rains reports: “Crowds and climate change on Mount Washington’s summit - High visitation has taken a toll on the unique and fragile alpine ecosystem atop the Northeast’s highest peak, where erosion, trampling, and invasive species are challenging the ability of native plants to thrive. That’s one finding of a preliminary summit assessment, prepared by consulting firm Tighe & Bond, that outlines the condition of the natural and built environment atop the 6,288-foot mountain. It’s one of the most in-depth studies of the immediate area that’s ever been undertaken, according to Mount Washington State Park Manager Patrick Hummel. The new understanding of the summit environment contained in the report, he said, will inform discussions about how to make Mount Washington’s built infrastructure more welcoming and resilient while also protecting surrounding wildlife. “I view this as a very important and thorough snapshot in time,” Hummel said.



Taking stock: The summit assessment originated with the 2022 Mount Washington Master Plan, which called for a third-party report assessing the facilities and environmental conditions at and around the mountain’s summit. In November, Tighe & Bond presented a preliminary summary of the assessment before the Mount Washington Commission, which advises the Department of Natural and Cultural Resources on summit management. In addition to evaluating the impact of high foot traffic on sensitive alpine species, the presentation pointed to gaps in knowledge about possible chemical contamination legacies at the sites of former buildings on the summit, proposed safety and durability improvements for existing buildings, and suggested ways to improve visitor and staff experiences while protecting the integrity of the mountain itself. Once the report is finalized, expected by the end of this year, “it will be up to our mountain community and summit partners to really talk about what the future of the summit looks like, and how we get there,” Hummel said.

Seeking wilderness, crowds imperil rare plants: The ecosystem found on Mount Washington’s summit, called northern Appalachian alpine tundra, is rare in the United States, existing only at high elevations in a few Northeastern states. It is home to rare and endangered plants and animals, some of which, like the White Mountain fritillary, are not found outside the White Mountains region. But invasive species, erosion, trampling, and climate change-driven shifts in weather patterns are limiting the success of native plant communities and wildlife at the summit, according to the presentation. Assisted by the Department of Natural and Cultural Resource’s Natural Heritage Bureau, the consultants catalogued and documented plant and animal species found at the summit. The group also used wildlife cameras and assessed the impacts of climate stress on the summit, using the findings to generate an “ecological integrity” score for different zones of the park. Eight zones around the summit itself received a grade of B-minus, while the area along the highest portion of the Mount Washington Auto Road



*A view from high atop Mount Washington shows alpine plants and shrubs. Many of the species found on the mountain are rare, delicate, and highly specialized; the ecosystem at and around the summit is showing stress from high use and climate change, according to a new report. (2025)
- Photo by William Skipworth/New Hampshire Bulletin*



Yellow signs warn visitors to Mount Washington to stay on the trail to avoid trampling fragile alpine plants and lichens. A new report summarizes how high visitation has taken a toll on the summit and suggests ways to better welcome visitors while protecting the peak's delicate environment. (2025)
 - Photo courtesy Cecilia Giaimo / NH Bulletin

scored C-plus and the summit itself, including the area immediately surrounding the buildings, received a score of C-minus. Factors in these scores included a high prevalence of invasive plant species, according to the report. About 1 in 5 plant species the group identified within the entire state park area were non-native. Invasive plants can out-compete and encroach on native species, about half of which found on the summit are considered critically imperiled or vulnerable, according to the report. The report linked the presence of non-native plants to that of human visitors, describing that non-native species are often brought to the summit on “vectors” including people and their vehicles. The consultants called for use of boot brushes, which can remove seeds from visitors’ shoes, and vehicle inspections to remove hitchhiking plants. Visitors can also unwittingly harm native communities when they stray from marked trails, contributing to erosion and compaction of the already-limited patches of soil atop the mountain and crushing delicate alpine plants. These species are especially hardy to many types of mountaintop adversity, from the short growing season to extra ultraviolet radiation and harsh temperatures. But they also tend to grow slowly, and that makes it especially hard for them to overcome crushing and trampling, researchers have found. This poses a challenge in an environment like Mount Washington’s summit, where rare and vulnerable plants coexist with the more than 250,000 visitors who pass through each year, according to an estimate by the Mount Washington Observatory.

“There is, to some extent, only so much room” on the summit, said Hummel. Trails are marked, and signs warn visitors not to stray off them. Yet, he said, “people tend to just wander. Naturally, you can’t keep everyone exactly where you want them.” The administrative rules of the New Hampshire State Parks don’t explicitly forbid going off-trail, but the rules do prohibit damaging or disturbing natural structures and wildlife, and introducing any wildlife or object — both things that can happen when hikers stray from the path, according to the report. The report recommended that the park explore new ways to keep visitors corralled, including boardwalks, overlooks, railings, and additional educational signage. The plants present in this landscape are also sensitive to small changes in temperature and precipitation, making them uniquely vulnerable to climate change and compounding other stressors, the report noted.

Problems with built infrastructure: The assessment also identified issues with the infrastructure at the summit, including several buildings, stormwater and traffic infrastructure, and the pathways and platforms that visitors travel to explore the site. These included needed maintenance at the largest building on the summit, which houses state park and Mount Washington Observatory staff, as well as visitor facilities. The building can become congested with growing crowds, according to the report. It also has some leaks and safety hazards, like uneven flooring, according to the presentation. From implementing self-checkout at the cafeteria to improving and clarifying egress routes, the report contains recommendations for improving conditions inside the building. The presentation also outlined deficiencies in other summit structures, like the historic “Tip-Top House,” originally constructed in 1853, and the Yankee building, which houses communications equipment and is currently in “poor condition,” according to the report. Fuel spills and chemical contamination also exist (or are thought to be possible, but yet unconfirmed) at different locations on the summit, according to the presentation. This includes debris from previous fires and coal dust that may be released along the Cog Railway. One location about which information is lacking was once home to a U.S. Air Force research facility where military research on aircraft ic-

ing once took place, according to the presentation. Some known “potential hazards” remain on the site, including foundations and debris, but a full assessment of any chemicals and potential contaminants released during the facility’s operations is still incomplete. The report also recommended ways to improve accessibility and decrease crowds and congestion on the summit. As a whole, these recommendations and realizations validated much of what the Mount Washington State Park staff has observed anecdotally atop the mountain, where some employees spend multiple days at a time year-round, Hummel said. “There’s a lot of people who depend on the summit, beyond the people who come to visit,” he said. “... It’s recognizing the people who live there and work there all the time, and how better we can really do our job up there.”

Preserving a unique experience: Mount Washington’s extreme environment and high traffic exacerbate many of the challenges outlined in the assessment, Hummel acknowledged. But those realities are also what make the mountain so special, and Hummel wouldn’t have it any other way. On a nice day, thousands of people may pass through the state park. For most of them, Hummel noted, the experience is highly anticipated and will become a lasting memory. “People are wowed by the weather, wowed by the views,” he said. “... They’re able to come up and be wowed by the mountain and share that experience directly with state park staff, who are there because we love the place — and we get to share that excitement with one another.” Though high volumes of visitors require attentive management, they also reflect the way that Mount Washington’s infrastructure makes the wonder of New Hampshire’s White Mountains accessible. The park draws visitors from far and wide: Hummel said visitors from 93 countries outside the U.S. and Canada had signed the park’s voluntary visitor log in 2025. To Hummel, this is a sign that the state park is succeeding with one of its central goals. “We are charged with ... providing the access and the recreational opportunities and educational components and all of those things that link our lands to our visitors and our communities,” he said. But overseeing such high visitation while also protecting a beloved landscape is a challenge, and the assessment shows that the summit ecosystem has borne some of that burden. Preserving the integrity of the peak while welcoming more visitors into the future, Hummel said, will take adaptation. “The summit, obviously, is ever-evolving. It’s always changing,” he said. This won’t necessarily involve expanding the footprint of development on the summit, said Hummel, who noted that the report identified opportunities for more space efficiency. “In fact, there’s been some discussions about, you know, what do we do at the summit that allows us to abandon some developed areas and give it back to the mountain. Are there opportunities to do that?” he said. But more development is also a possibility and has been floated in recent years, such as a proposal for a mountaintop train-car hotel that previously riled some members of the Mount Washington community. (Reached by email in September, Cog Railway Marketing Director Rob Arey said the project was “somewhat delayed,” but that the Cog still intended to move ahead.) Of all the possibilities for the evolving summit’s future, the details will be determined by the Mount Washington Commission, the Division of Natural and Cultural Resources, the Coös County Planning Board, and entities like the Cog and Mount Washington Observatory that share space on the mountain’s peak. Hummel said he believed those involved would strike a balance between conservation, education, and visitation, newly armed by the findings of the summit assessment. Conversations about future directions for summit infrastructure and ecology will begin in the new year, at public meetings of the Mount Washington Commission, he said. “It gets to be, you know, difficult to do both,” he said. “I think we’re able to do it. We’re able to do it well, and we want to make sure we continue to do it.”

Minutes: “An evening meeting of the Mount Washington Commission (MWC) took place at the Cranmore Mountain Resort in N. Conway. Chair Kirsch called the meeting to order at 6:30pm, with a quorum present. Adjourn. Mr. Bryce made a MOTION to adjourn the business portion of the meeting at 7:15pm; SECONDED by Mr. Reichert. MOTION was APPROVED. Mt. Washington Assessment Presentation: Tighe & Bond presented the Mt. Washington State Park Assessment report. The slides are available on this link:

<https://www.nhstateparks.org/about-nh-parks/park-administration-legislation/commissions-and-committees/mount-washington-commission>

Appalachian Mtn Club: Lodging Occupancy-Activity Update – Shift to winter operations has occurred with most huts closed for the season except for Lonesome Lake, Zealand Falls, and Carter Notch. AMC experienced a 4.4% occupancy increase across all locations in 2025 against a -2.6% drop across the general New England industry through September. AMC Huts experienced a 2.2% occupancy increase throughout the full service (summer-fall) period with no rate increase for the 2025 season. Lodges are preparing for upcoming holiday dinners and events which have become traditions for local communities and visitors alike.

USFS - White Mountain National Forest Partner Update: • We have resumed normal operations after the lapse in funding. It was a successful fall visitation season, recreation sites remained open, seasonal sites closed as normal on the annual closure date.

November 21st

Cog Winter Work: “Good Friday morning Coggers! As we do every day over the long winter season, we’re busy keeping the Base road, parking lots and platforms clear of snow and ice, and making sure Waumbek Station is fully stocked with firewood and hot refreshments for our visitors. We push our powerful snowblower up to to the summit as conditions warrant, keeping the tracks clear in advance of any hiker rescues or other emergencies that may arise. All of that is the stuff you will see when you visit us in the off-season. But what you CAN’T see is all the work going on behind the scenes as we prepare for the upcoming summit season. One of the biggest milestones every year is creating and publishing the following year’s schedule. That’s why we’re excited to announce that the Cog Railway’s 2026 schedule is officially open for reservations...”



Cog Winter Merch: “It’s that time of year again Coggers, and this year it’s a week early! Our big annual White Friday sale starts today in our Gift Shop, just in time for all your pre-Thanksgiving gift-giving needs! Every Friday we’ll be offering specially priced gift bundles, perfect for stuffing in the stockings of all those little or big special Coggers in your life. Sale prices run thru December 31, and be sure to order by December 17 to guarantee delivery by Christmas. The first 2 bundles are available now, in-person or on-line..”

- Mount Washington Cog Railway FB page Fri, Nov 21, 2025



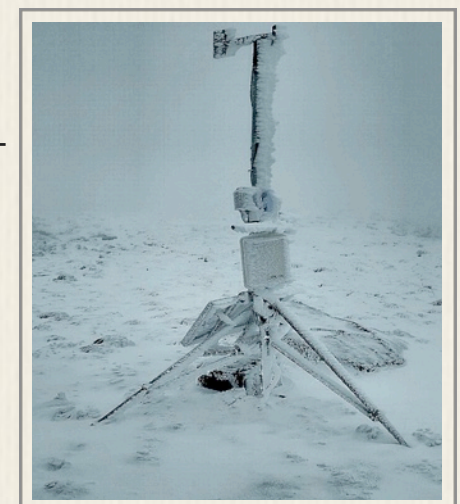
November 22nd

Meso-Cog: ““They tend to fold in half.” More often than staff at the Mount Washington Observatory would like, that’s just how it goes for weather monitoring equipment high on the mountain’s slopes, according to



Mount Washington Observatory Director of Weather Operations Jay Broccolo. Mounted on aluminum tripod frames, the equipment is designed to monitor conditions including wind speed, snowfall, and solar radiation on the mountain Broccolo and others proudly say is home to “the worst weather on Earth.” But even cutting-edge technology can’t always stand up to Mount Washington’s worst: As ice builds up on the equipment, the surface area exposed to the gales increases and increases. Sometimes, Broccolo says, the metal structures supporting the tech simply buckle. The Mount Washington Observatory Regional Mesonet is a network of remote meteorological monitoring stations consisting of sensitive equipment mounted on metal tripods. (Courtesy of the Mount Washington Observatory)

The automated weather stations are part of a network the Mount Washington Observatory is in the process of expanding throughout the North Country and up and down the slopes of Mount Washington, Broccolo said. The dozens of stations provide real-time weather updates and contribute to a log of local climate data that helps scientists track change over time and understand more about the White Mountains’ unique environment. Data from high on the peaks is very valuable to the effort, particularly because it is so hard to come by, Broccolo said. But that’s for good reason. The observatory’s main structures and infrastructure on the peak itself are hardy, but maintaining smaller, standalone weather stations is very difficult - particularly above 4,000 feet on a mountain where, in winter, top wind speeds may approach (or exceed) 100 mph on a daily basis. “We’ve tried three times, and they’ve lasted not even a month into the winter on every single one,” Broccolo said, speaking to reporters, North Country business owners, and scientists at the foot of Mount Washington Nov. 18. A new attempt at solving





that takes the form of a collaboration between the Mount Washington Observatory and the Cog Railway. The Cog is aiding in the construction of a new, steel tripod station along its tracks that will - hopefully - prove more durable than the

aluminum structures used by the observatory in the past, Broccolo said. "It's very much a trial-as-you-go situation," he said. "There's very few places on the planet that experience the weather that this place does." Molly Rains reporter.

- NH Bulletin via St. Johnsbury (Vt) Caledonian Record Weekender - Nov 22 & 23, 2025 pg A8

November 25th

Environmental Balance: "Good Tuesday morning Coggers, and happy Day-Before-the-Great-Annual-Migration-Day! Safe holiday travels, and best Thanksgiving wishes to all of you! Now, we're probably going to be dodging a few incoming half-eaten turkey drumsticks as a result of this one. But this morning we came across a post from a widely-read outdoorsman who had a few things to say about folks he refers to wryly as "Environmentalists". He'd prefer that we didn't share his original post, so we'll have to try to cliff note it for you. He's attempting to make the case against those who profit from providing easier, more comfortable access to wilderness areas to anyone who either cannot or will not simply hoof it like he does. His comments weren't directed solely at the Cog Railway (although we were mentioned), but at the outdoor tourism industry in general, and at Mount Washington's in particular. It's an argument we've heard many times before. We in no way mean to disparage this guy, his opinions, or his obvious passion for the wild world. It's a passion, BTW, that most of us share, along with maybe one or two of his opinions as well. Speaking only for those of us here at the Railway, we'll be the first to admit that "environmentalist" is not the self-describing term that immediately comes to mind. But "steward" certainly is, and we take our stewardship of this historic example of 19th-century American ingenuity very seriously. That stewardship brings with it respect for the many generations of workers who devised it, built it and continue to maintain it, while yes, also profiting from it. It brings with it respect for the mountain and the environment, and for the millions of people from around the world who've come to experience all of it over the past century-and-a-half. Most importantly, it brings with it respect for the notion that everyone deserves the right to explore at least some parts of the natural world, whether it be from a trail, a road, or even from a mountain climbing train. So what say you, Cogger? Did our hiker friend just wake up on the wrong side of his sleeping bag, or should access to wilderness, even controlled access, be limited only to those willing or able to make the physical effort? There may be no 100% right answer here, so be nice and be thankful for the conversation- it's Thanksgiving after all!" **Rose Sullivan:** "I'm 89. Arthritis in my hips prevent me from walking much. Should I be relegated to a bench in a park waiting for the rest of the group to get back from their hike? I grew up camping on the Adirondack lakes. Cherish those memories. I depend on bus and train tours to enjoy the places I can't get to on my own." **Diane London Haskins:** "Rose you should be fine at Waumbek. Someone will help you off the train. There is somewhere to sit close by" **Kathy Socha Lockwood:** "Rose - You can ride to the summit in the summer. As long as you bring someone to assist you on & off the train,



Mesonet weather station on eastern flank of Mount Washington along the Auto Road. (2024)
- Mt. Washington Observatory photo





there is a walker & a wheelchair available up there to help you get around. Please visit this beautiful place!” **Jaimee Zins Driscoll:** “The ableism in those sentiments is astounding. I say that as a former national park ranger who always supported the notion of balancing access with protection. Mt. Washington helps to provide that balance.” **Todd Papianou:** “I’ll go with a notion I developed back in the early 90’s while living in the Mount Washington valley Fresh out of Unity College with a Bachelor of Science in Outdoor Recreation. At that time it seemed like a very busy and crowded valley. I lump the Saco and The Summit of Washington into the same ideal. I’d rather have just one river or one mountain be spoiled than have the same issues on all of our mountains and rivers. Yes, it feels different on Washington when a coal spewing (now only the occasional coal fired) engine comes by while you’re trying to enjoy a “Wild” day skiing the Great Gulf. When I’m on top of Katahdin and half way across the knife’s edge. I feel different. The risks are more real. The exposure is greater. It’s more wild. But, there’s a lot of butts to this 3 beer discussion around a campfire I’ll drive the auto rd to get to the highest trail head in New England. Hiking the Gulf Side trail North out and back hitting all the northern Presidential’s in one clear blue-bird day is crazy good. And plenty

wild as you cross over Edmund’s Col or round the corner at Thunderstorm Junction. It’s something you have to adjust your mindset to handle the industrial complex that is Mount Washington. I thoroughly enjoyed first turns of the year from Jacob’s Ladder (*right*) on Saturday (11/22). It was interesting to encounter the tourists roasting mellows at Waumbuck Station. Was it wild. Was the wild diminished. We could have pushed on toward the Summit. But, there’s winds and visibility dictated NO for us that day. Our objectives did not include summit or other higher up locations in those variables. Others went higher. They got more wild. Or depending on comfort and experience and capacity. It might not have been defined as wild at all for some. For some that are comfortable in challenging variables. Their wild is somewhere further out deeper in. Great topic. I hope folks treat this topic with respect and reflection. Peace” **John Colarusso:** “Early 80’s Ex-brakeman and fireman here. There was always a certain element of the hiking community with distain for the Cog and I assume the auto road as well. That is until the weather changed and they needed a one-way off the hill but I digress. As a young man I paid them little attention, except when they put rocks on the rack, even when hiking with them though I wouldn’t mention where I worked just to avoid possible feather ruffles. I do see that point of view



though and share the love of remote wilderness areas and understand their importance. However, there are many of us that cannot access those areas and I see the overall good that can come from providing some access for them as well. Taking a hard stance to limit access to all of these areas to only foot traffic seems a bit selfish. Especially considering the vast amount of wilderness areas in the country are still remote.” **David Gaboury:** “Among my most cherished memories: (1) Hoofing up the Ammonoosuc Ravine Trail in 1980 with my wife to be (and still) in pea-soup fog, all the time being told what a fantastic view it was on a clear day, and (2) Getting mooned by 6 hikers as I rode the Cog to the summit with my elderly parents a few years later (Mom is now 101, and still talks about it. One experience did not spoil the other. Enjoy your life without denying joy to others who do you or the rest of the Earth no real harm.”

Mount Washington Cog Railway: “They don’t call us “Railway To The Moon” for nothing!” **Christopher Countryman:** “As a member of the NH 48, NE 4000 footers and the NE Highest 100, I whole heartedly support the





stewardship that the Cog Railway, Mount Washington Auto Road, Mt Washington State Park, Mt Washington Observatory, the AMC and so many others provide. I appreciate all their efforts to provide access for all and to protect our resources. Sounds to me like this person woke up on the wrong side of the sleeping bag!! No one is proposing an extension of the cog, the auto road or any formal facilities into our Wilderness backcountries that I'm aware of, so I'm not certain what his fuss is. As I mentioned above, I was very active in the outdoors and enjoyed many beautiful places in the woods of New England hiking in the mountains for almost 60 years. However a brain tumor this past Spring has left me with vision and motility problems. I will now only be able to view the wilderness from a seat in a car, a seat on a railway or a handicap accessible path. This isn't something I wished for, it was fate. Should I no longer has access to the wilderness at all because of my fate? Unfortunately I find that youth and inexperience drive opinions like these. I say, ignore this person and giving Blessings and Thanks for all that we have in this small world of ours and be Thankful for those that provide good stewardship of our natural resources. Happy Thanksgiving to all!!" **Carolyn Buckley Cooper:** "Can I just say that the genius - if not crazy at the time - enterprising idea to build an auto road up Mt. Washington has brought thrills and joy and getting over your fear of heights to many people! Like me ...I can't hike and I'm so envious and respectful of the people who do hike "the Whites". The Cog gives accessibility to magnificent views of the White Mountains. We have driven the auto road several times and stopped at the overlooks to just take it all in! Last year we decided to do the Cog. Everyone on that train had a smile and were laughing and were all there for the same feel good reason - we wanted to have fun and a thrilling experience. Not to mention that the Cog is often called upon to help rescue people. Wishing good things to all!" **Cara Lynn:** "Everyone deserves a chance to see the summit. It's not at every mountain. After reading history books, I can say I am very grateful that no hotels ever lasted up there though." **Beth Lomas Modica:** "I'd rather see people summit via the Cog railway or auto road than try to hike and require a rescue when they aren't prepared. It risks too many other people that way." **Nick Goodwin:** "Even the few short years I've been with the (Cog) team the improvements have been clear as day as things have been cleaned up and spruced up and making things better for the mountain while keeping the history alive. It's a balancing act and some people will just never be happy (a bit too many people are never happy nowadays) but it's always impressive to see the work and collaboration on the mountain. Love my cog fam and Always Thankful to be a part of the history. It's not as though every mountain will be getting developed or issued its own escalator/road/tram/train. The very small handful of accessible mountains is a great resource for some. The same joy and awestruck love for the views that these disgruntled hikers experience at the summits should certainly be available to experience for those less fortunate who otherwise would never be able to experience such things in their lifetime without these transportation systems in place. The summit is a

happy place of mine and it's great that the elderly, handicapped or just otherwise physically limited individuals have the ability to unlock the instantly acquired forever love of a view from a summit." **Carly Gardner-Kessell:** "Wilderness should be accessible to all as nature itself has a healing effect on many conditions. I'd live in wilderness if my body would still allow it but age and autoimmune disorders prevent me from hoofing it or overexerting anymore. Ask this guy if that means I should no longer have access to the wilderness I spent my life longing to be in and protecting? Sounds like this guy is a bit of an ableist and entitled. Let's hope his legs and organs never fail him, lest he be parted from what he seems to think is his." **Cynthia Mikula Smiszek:** "Carly - I very well said!" **Jon Howard:** "Well, I've been through the evolutionary travel of being young and backpacking most of New Hampshire, Vermont & Maine. Secured a Bachelor's of Science in Forestry and practiced as a professional forester for over 45 years. While the opinion of "environmentalists" have some validity; they take a narrow view of what our public and private forestlands are for. Yes they provide numerous wilderness experiences, and personal enjoyment which is one of many tangible and intangible "services" they provide. Gifford Pinchot as first chief of the US Forest Service articulated the concept of "the greatest good for the greatest number in the long run" was his guiding principle for conservation. Conservation and sustainable use: Pinchot believed conservation was the "wise use of the earth and its resources" to ensure prosperity for future generations, not just for wilderness preservation. With all that being said, there is a balance between purists and others who deserve equal access to forests. There will always be compromises." **Ingrid Nelson-Steftl:** "So long as access to wilderness areas isn't too intrusive or overblown, like a shiny tourist trap, takes the needs of the forest and wildlife into consideration, I think it's important to provide some access to people who aren't able or in shape enough to hike into or up to the area in question. I love the innovation and history of the Cog Railway! When I was in college in the 70's at then PSC, I built up an ability to mountain climb starting with a small mountain and leading up to one's like Osceola, but never felt ready for the highest one, Mt. Washington, and am grateful to have been to the summit via the Cog! **Beth Kennett:** The Mount Washington Cog Railway is an iconic railway and a testament to the people who built, worked on, and operate the incredible opportunity for others to experience the magnificent mountain!" **Adam Mooshian:** "How about the hundreds of railroad ties you've tossed into Burt's Ravine? Is that stewardship?" **Ingrid Nelson-Steftl:** "Adam - if there's truth to this, maybe the Mt. Washington Cog Railway should consider doing something about it. No organization is perfect, but this one does seem to care. I'd prefer a respectful discussion with them about this as opposed to an accusatory remark." **Mooshian:** "Ingrid - I've been on the cog swath probably 50 times. There is countless ties and railroad debris thrown off the side and into the trees" **Nelson-Steftl:** "oh, dear." **Mount Washington Cog Railway:** "Adam - You may be referring to the stuff that Mother Nature tossed down there when she took out much of Jacob's Ladder and Long Trestle during the Hurricane of '38. Other than that material (which we can't easily remove without causing much more environmental damage) we've taken virtually all trackside debris off the mountain for re-use and recycling after completing major upgrades to the track system for the first time in a century. That might qualify as stewardship." **Chuck Person:** "Adam Mooshian and who are you? Mother Cabrini??" **Emily Gesner:** "Considering all that you have done for hikers for search and rescue, and allowed others like my own family who can't hike to reach to the highest peak in New England, and saved my bacon... twice two years ago. I "self-rescued" up to the summit after a bad fall, and took a ride down with you all to the base. I'm all for you being a Steward. I said as much on a certain hiker's post. Keep doing what you're doing. I'm glad you are there for us when we need you. And so what on the profit side? There has to be money in it somewhere for you all to exist. It's just the nature of things."

- Mount Washington Cog Railway FB page Tue, Nov 25, 2025

November 27th

More Cog Merch: "We thought we'd post this week's White Friday Holiday Bundles a couple of days early, as a public service to all of you looking for something to look at other than the long line of bumper-to-bumper turkey traffic on the other side of your windshield (passengers only- don't shop and drive!) We'll be posting new, specially priced gift bundles every week now thru Christmas, available in our Gift Shop in person or online..."

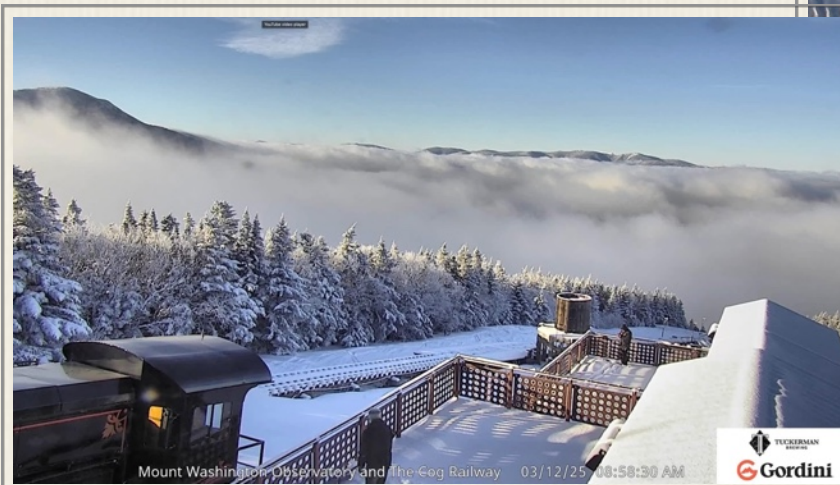
- Mount Washington Cog Railway FB page Thu, Nov 27, 2025



December 3rd

Storm Cleanup: Good morning Coggers!

It's a real peach of an apres- snowstorm day up here, and the crew is up at Waumbek right now digging out (*left & below*) and setting up for the day's visitors. Remember- if you can't get up here to experience Mount Washington in the winter in person, the next best thing is to check out our webcams! Through our partnership with our pals at the Mount Washington Observatory,



Need Merch?: Our big White Friday Sale continues, with more specially-priced gift bundles available in-person at our Gift Shop, or online anytime... Remember to order by December 17 for Christmas.

- Mount Washington Cog Railway FB page Wed, Dec 3, 2025



Waumbek Reveal: "Welp, Coggers, to paraphrase good ol' Slim Pickens in Dr. Strangelove, "we've been to one World's Fair, a picnic and a rodeo, and that's the best thing we've ever seen come over a webcam (*right*)."

Congrats to Baby Girl Rogers and family! And thanks to Mount Washington Observatory for the feed from Waumbek!"

- Mount Washington Cog Railway FB page Wed, Dec 3, 2025

December 6th

The Naughty & Nice: Santa was in his element today, out among the naughty and nice up at snowy Waumbek Station!



December 6th

First Comes

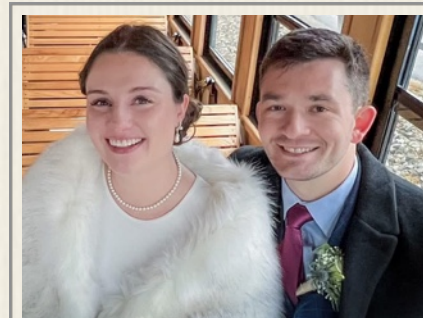
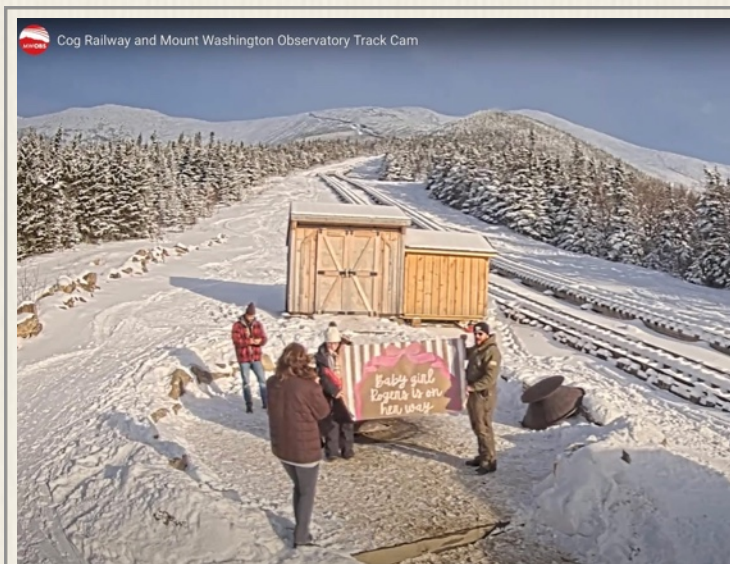
Love... Then Comes Marriage...

Then?: On a foggy November day just a few years ago, Rory and Matt exchanged wedding vows up at Waumbek Station (*See Nov. 23, 2023 Vol 3b Timeline*). Joined by a small group of family and friends, it was an intimate, memorable event that we

felt honored to witness. Fast forward to this afternoon, and R&M returned to introduce us to their son Donnie! It was genuine pleasure to welcome our new friends back to Mt. Washington.

- Mount Washington Cog Railway FB page Sat, Dec 6,

2025





Crews begin to lift the first new engine for The Broadmoor Manitou and Pikes Peak Cog Railway on Friday, March 26, 2021, in Manitou Springs. The engine, three new passenger cars and a new snowblower and new tracks were installed during the closure that led to the contested tax deal. (2021)(Christian Murdock photo - The Gazette)

December 10th

Colorado Cog Tax Dispute Continues: “The Manitou Springs City Council last week amended its first budget reading, pulling about \$690,000 away from a tax reimbursement agreement with the Pikes Peak Cog Railway to fund wildfire mitigation efforts instead. “We feel like we’ve been living on borrowed time,” Mayor John Graham said on wildfire risk for the mountain city popular with tourists west of Colorado Springs. The reimbursement has been a source of contention between the city and one of its largest tourist attractions. This is the second year the city council has decided not to allocate a reimbursement to the cog in the annual budget, a decision that last year prompted a lawsuit from the company that owns the railway. In the lawsuit, the Manitou & Pikes Peak Railway Co. claims that a tax agreement obligates the city to reimburse the cog all revenue from excise taxes above \$500,000. An excise tax is a levy on tickets and door fees. Tickets to the cog railway are

Manitou Springs’ largest contributor to tax revenue from this source. The railway’s lawsuit concerns the allocation from the 2025 budget, which comes out to \$638,536. The railway is owned by Denver-based Anschutz Corp., whose Clarity Media Group owns *The Gazette*. The reimbursement is in exchange for payments the railway company made to the city totaling \$1.25 million to offset financial hardship while the cog was closed for a \$97 million renovation project. In exchange, the city would make excise tax reimbursements for the next 50 years. The city, in its response, has claimed the agreement does not require reimbursements in any particular year. The next court date for the lawsuit is a status conference scheduled for Dec. 18. Graham said using the reimbursement amount for wildfire mitigation felt like a necessity for the city due to rising property insurance costs and safety concerns. He said the money would likely be earmarked for removing vegetation that could become fire fuel in the foothills around Manitou Springs. The latest wildfire to threaten the city was the Waldo Canyon Fire of 2012, which prompted a brief evacuation and was a major factor in deadly flooding the next year. About 70% of the city is at moderate to high burn probability assuming extreme fire weather conditions, according to the Manitou Springs Fire Department’s Community Wildfire Protection Plan published in March. Graham said the allocation would allow wildfire mitigation on a “much more ambitious scale” than in previous years. The Manitou & Pikes Peak Railway Co. declined comment on the budget allocation, citing the pending litigation. The allocation comes during a tough budget year for the city, which faces about a \$4 million deficit due to lost marijuana revenue, according to city estimates. The city claims competition from recreational sales in Colorado Springs significantly reduced sales in Manitou Springs’ two dispensaries. Increasing excise tax revenue was part of the city’s strategy to make up the difference. The Manitou Springs City Council backed a ballot measure this fall that would have increased the tax rate from 5% to 14%. Tourism businesses in the city opposed the measure, which failed with voters. The balanced budget the council is now considering would dip into Manitou Springs’ reserve fund, a situation that Finance Director Rebecca Davis told council members was “not a sustainable solution.” Councilwoman Judith Chandler said at the meeting she was disappointed with the process so far, especially when it came to a November budget retreat where she said council members did not discuss their ideas for major reductions. “That was an opportunity that was completely cut off from us,” she said. Chandler, along with councilwoman Julie Wolfe, voted against the budget amendments that included the wildfire mitigation fund. The second reading and a public hearing for the finalized budget are scheduled for Thursday, Dec. 11. Changes to the budget afterward to reflect changing financial realities are expected, however. In February, the city plans two town halls to explain the budget and discuss the possibility of service cuts. The first is scheduled for Feb. 19, from 5:30 p.m. to 8 p.m. The second is set for Feb. 21, from 9 a.m. to 11:30 a.m. Later in the month, the council will also have a second budget meeting that Graham told council members would be a time to bring “sharp knives and pencils” to lower expenses. “I anticipate that we’re going to have to make some pretty significant cuts,” said Graham in an interview.”

- Denver (CO) *The Gazette* - Wed, Dec 10, 2025



December 11th

Cog Merch Finale: Here's the final pair of specially-priced holiday bundles from our Gift Shop, and we've saved the best for last- genuine Cog Railway track spikes! Our new wooden toy diesel locomotive and coach! Deep-edged coffee mug! Spend \$20 or more and you'll get free shipping. Spend \$50 or more and you'll get free shipping plus our colorful, reusable shopping bag! Available here at Marshfield Base Station.



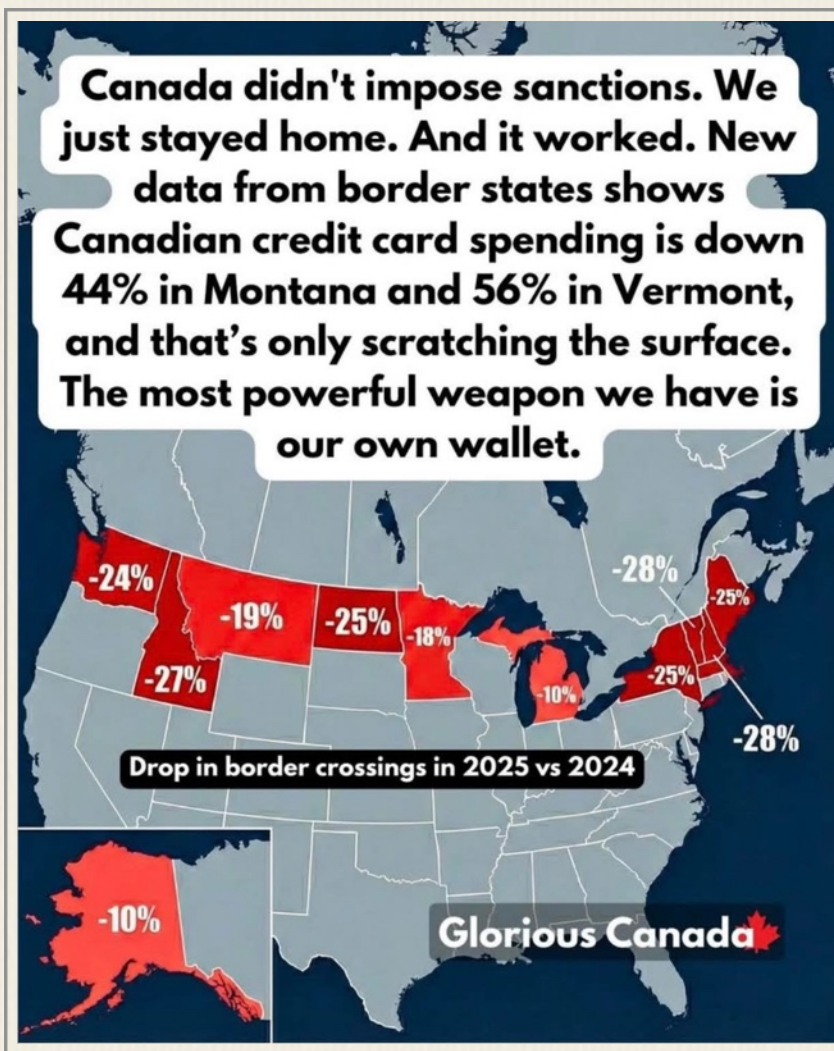
2025 Cog Party Picture Take One: Posted in Mt. Washington Cog Railway: We Worked There FB page - 1) Kelly Eggleston; 2) Jonathan Dean - UNH; 3) Joe Houghton; 4) Liam Scales; 5) Scott ??; 6) Allen Haggett; 7) ???; 8) JimBob Strickland; 9) ???; 10) ???; head between 10 & 11) ???; 11) Randy Armor; 12) ???; 13) ???; 14) Al LaPrade; 15) Rob Arey; 16) ???; 17) Caleb Gross; 18) ???; 19) Josh Bishop; 20) Nick Goodwin; 21) ???; 22) Mary Ryan Murray; 23) Ryan Presby; 24) Scott Paine; 25) ???; 26) Wayne "Sylvester" Boyce; 27) ???; (Peppersass perchers - see key) 28) Matthew Yates - UNH; 29) Martin Marchesseault; 30) John Sutor; 31) Andy Vilaine; 32) Earl Duval; 33) Tommy Rohm; 34) Darlene ??; 35) Sheila Christie MacKillop; 36) Susan Brooks Brody; 37) Andrea Houghton; 38) Erika Burns; 39) Terry Burton; head behind 39) Wayne Presby; 40) Darlene Jones; 41) Kate Reardon; 42) Marc Hartford; 43) Tim Jones; 44) Fred Smith; 45) ???; 46) Elizabeth Raymond; 47) Cindy ??; 48) Gail Gauthier; 49) Jane Emperor & 50) Faith Boisvert. (2025)
- Allen Haggett Collection

December 12th

Cog Party: Coggers gather at an undisclosed ballroom for a year end celebration that included two group photos. TAKE ONE (above) and TAKE TWO (below). Allen Haggett posted those two photos in the Mt. Washington Cog Railway: We Worked There FB page and prompted Jitney Jr to play another game of "Name That Cogger" in order to put names to the faces seen in the images. It took a number of reviews and still did left question marks for some of those who spent time working on the railroad in 2025.



2025 Cog Party Picture Take Two: Posted in Mt. Washington Cog Railway: We Worked There FB page - 1) Kelly Eggleston; 2) Erica Icky Scales; 3) Jonathan Dean - UNH; 4) Joe Houghton; 5) Liam Scales; 6) Scott ??; 7) Allen Haggett; 8) Mike Scales; 9) Darlene ??; 10) ???; 11) Randy Armor; 12) ???; 14) Al LaPrade; 15) Rob Arey; 16) ???; 17) Caleb Gross; 18) ???; 19) Josh Bishop; 21) Nick Goodwin; 22) Nick ??; 23) Ryan Presby; 24) Scott Paine; 25) ???; 26) Wayne "Sylvester" Boyce; 27) ???; 28) Matthew Yates - UNH; 29) Martin Marchesseault; 30) John Sutor; 31) Andy Vilaine; 32) Earl Duval; 33) Tommy Rohm; 34) Sheila Christie MacKillop; 35) ???; 36) Susan Brooks Brody; 37) Andrea Houghton; 38) Erika Burns; 39) Terry Burton; 40) Darlene Jones; 41) Kate Reardon; 42) Marc Hartford; 43) Tim Jones; 44) Fred Smith; 45) ???; 46) Elizabeth Raymond; 47) Cindy ??; 48) Gail Gauthier; 49) Jane Emperor & 50) Faith Boisvert. (2025)



the United States, putting many American businesses in jeopardy and straining the close ties that bind our two nations.” From January to October 2025, the Joint Economic Committee – Minority found that the number of passenger vehicles crossing the U.S.-Canada border declined by nearly 20 percent compared to the same time period in 2024, with some states seeing declines as large as 27 percent. American businesses in states along the border are also reporting fewer tourists, more hotel vacancies, and lower sales. Kyle Daley, owner of Soloman’s Store in West Stewartstown, NH said, “We spoke with Canadian customers who told us point-blank that they were hesitant to cross due to the current political tension. The joy of the ‘shopping day trip’ has been replaced by anxiety over border enforcement and tariffs. Additionally, we are situated on the primary corridor for families traveling from Quebec to the Maine coast, and the usual parade of vacationers heading to Old Orchard Beach simply didn’t show up this year. When our neighbors stay away, our margins disappear and in groceries those margins are vanishingly small to begin with. The friction at the border is no longer just a headline; it is an empty parking lot and a threat to our livelihood. We are all eager to see normality and civility restored in our long productive relationship with our neighbors to the north.” Mount Washington State Park has also seen a “noticeable decline in Canadian visitation,” according to the park supervisor, Patrick Hummel. The mountain is typically one of the most-visited sites in the region, with visitors from 85 different countries, Hummel said. *Cog Clatter* reporter Jitney Jr says the other Mt. Washington park partners have alluded to a decline in Canadian visitors, but have coyly avoided stating hard numbers during meetings of the Mt. Washington Commission suggesting the thorny political nature of the tariff issue.

- *St. Johnsbury (VT) Caledonian Record* - Wed, Dec 17, 2025 pg. A1 & A2

December 25th

Best To You!: “Happy Christmas Coggers! We’re not at all sure what we're looking at here-we figure either Rudolph has decided to quit his day job and qualify as a Cog Railway engineer, or Fred spent WAY too much time hanging with Santa and his reindeer this season. Either way, all of us here at your favorite first-in-the-world mountain-climbing Cog Railway want to wish each and every one of you, near and far, the happiest of holidays, and a peaceful and heathy New Year! We’ll resume our normal winter Waumbek schedule on Friday, and **SPRING IS COMING!**”

- Mount Washington Cog Railway FB page Thu, Dec 25, 2025

December 17th

Canadian Money: “Businesses in Colebrook and West Stewartstown, N.H., are among those reporting steep declines in Canadian tourism as political tensions, tariffs and uncertainty at the border keep visitors away, according to a new report released Dec. 10 by the U.S. Senate Joint Economic Committee – Minority. The Minority released a report showing the ways in which declining Canadian tourism is harming American businesses in every state along the U.S.-Canada border. The decline in tourism comes as President Trump has proposed annexing Canada, imposed several rounds of tariffs paid by Americans on Canadian goods, and repeatedly broken off trade talks. The report combines new data on tourism declines with new testimonials from businesses in states across the U.S.-Canada border. “Going back for generations, Canadians have visited New Hampshire and many other states along the U.S.-Canada border to see family or friends, stay in our hotels, share a meal at our restaurants, and shop at our stores,” said U.S. Senator Maggie Hassan (D-NH), Ranking Member of the Joint Economic Committee. “However, in the wake of President Trump’s reckless tariffs and needless provocations, fewer and fewer Canadians are making trips to





December 29th

Service Alert: “SPECIAL SERVICE ALERT MONDAY, DECEMBER 29- Icy road conditions early. 9:00 departure rescheduled to 10:15, later trains will run as scheduled to Waumbek Station at 11:30, 12:45 and 2:00. **Randi Giovacco Fish:** “The cog runs during the winter? I had no Idea!” **Sher Topo:** “But not all the way up!” **Scott Pope:** “Randi - only half way up to the Waumbek Station.”

2026

January 7th

Moose at Waumbek: “Good afternoon Coggers! We had a handsome afterhours visitor up at Waumbek Station overnight! He was a little late for marshmallows and hot chocolate, but luckily, the Mount Washington Observatory’s webcam never sleeps! You don’t have to either, because you can always check out the live feeds from Waumbek, Marshfield and the summit any time of the day or night at

<https://www.thecog.com/mount-washington-live-webcam> **Jesse Morin:** “Lol probably smelled them in the pit.” **Beverly Poirier:** “Mr. Bullwinkle” **Denise Fuller:** “I was watching the webcam on 1/6/2026 (right) and saw the moose visiting for a bit.”



January 9th

Mt. Washington Commission: The January meeting will be on Friday, January 9, 2026 -2nd Floor of the Rosebrook Lodge on top of the mountain, Bretton Woods Ski Area, Bretton Woods.

Cog Clatter reports: “An inspection this summer of five fuel tanks on the summit of Mt. Washington has the summit oversight commission asking the New Hampshire Natural Resources department for recommendations about what to do should the 80-year old tank farm fail. State Park director Patrick Hummel told the Mount Washington Commission Friday (1/9)



that the tanks are “a ticking time bomb.” If the tank farm “fails in any way,” said Hummel “it could shut down the park operation and that affects all the partners” that use the 60-acre state park at the top of New England. The Auto Road, Appalachian Mountain Club, the Cog Railway and a Maine broadcast organization are the so-called “partners” with seats on the commission. The fuel tanks in-

stalled by the Air Force in 1945 for a year-round research lab, now provide heat to the Sherman Adams building and are ready to feed generators that would provide back-up power should the power line to the summit fail. Of the five tanks, one is unusable. Hummel said the state avoids using another. The remaining three are at the end of their useful life. However, the state has no money to replace the old tanks with a new tank farm. The Commission voted to ask the state to return with recommendations about what to do should the “ticking time bomb” goes off. The Commission also wants to have the “partners” get involved in preparing the final environmental assessment report from consultants – Tighe & Bond. The preliminary report unveiled in November contained recommendations for action at the Summit, and some partners found some of those recommendations “unrealistic” – especially as Tighe & Bond had not engaged those who have traditionally used the summit in the process. Mount Washington Commission chair Rob Kirsch admitted “there was mission creep” in the Tighe&Bond study. The commission will take the next couple of meetings “folding the partners into the report on recommendations.”

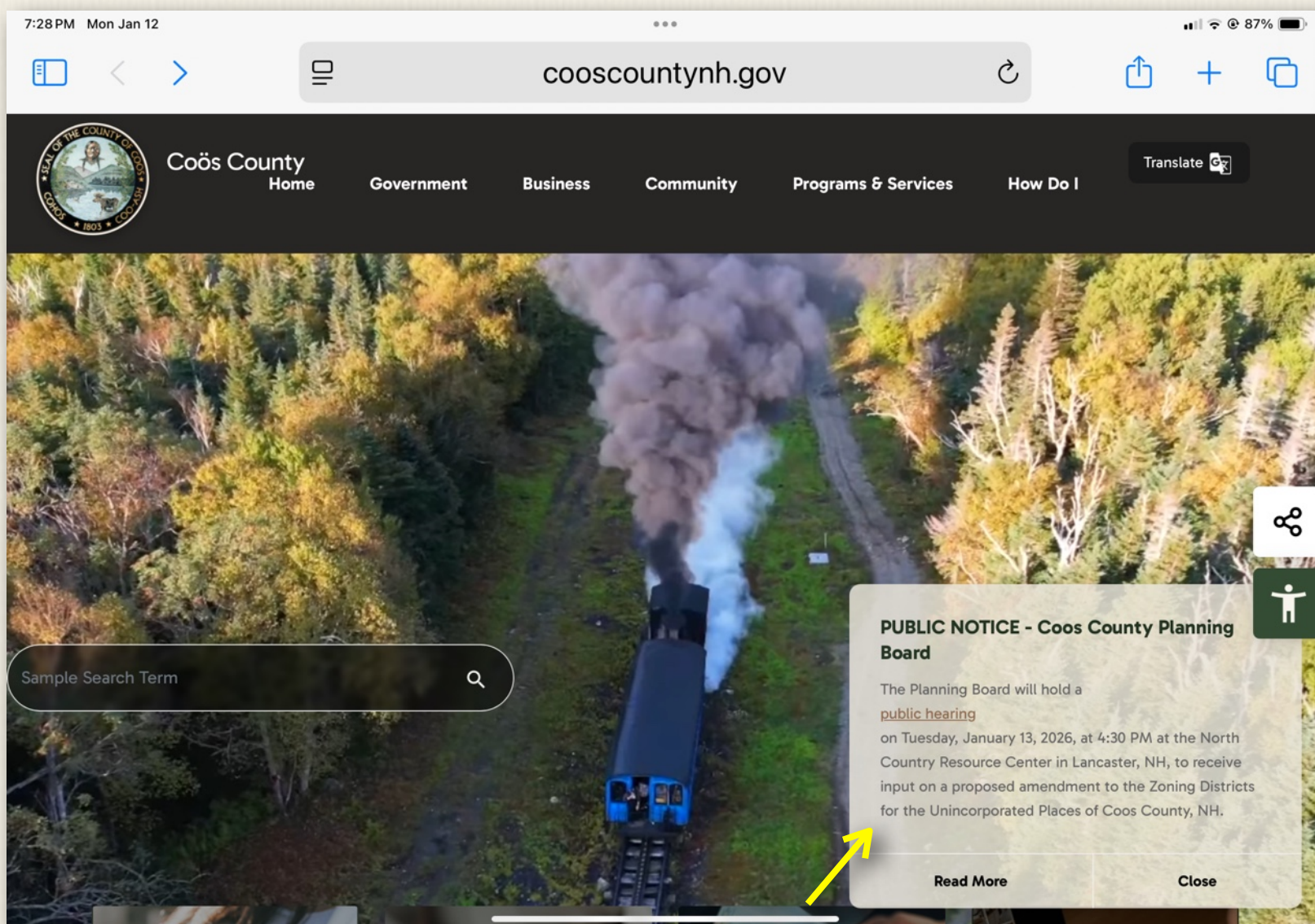
- Cog Clatter - Sat, Jan 10, 2026

Minutes: Chair (Rob) Kirsch called the meeting to order at 10:00a.m., with a quorum present. *Tighe & Bond Summit Environmental and Infrastructure Assessment:* The assessment report was discussed which included some positive and constructive feedback. Positives were the option for using existing foundations for future buildings and improving interpretation at the summit. Some recommendations were seen as unrealistic such as relocating the stage house and possible changes to the parking areas. Discussion also noted that including recommendations in the Assessment was premature given the need to first assess the information in the document. Next steps are for the Commission members to further review the draft and information to be added and provide more feedback; and to separate report into the baseline assessment sought by the Commission and the recommendations requested in the relevant contract. *Inspection/replacement of fuel storage tanks:* Discussion of the fuel storage tanks ensued which stressed the urgency of creating a plan which includes exploring funding options. Testing is estimated to cost \$50,000 and replacement can be between \$300,000 - \$400,000. DNCR will develop plan for fuel tank replacement which will include timeline and a process for replacement. *State Park Report & Operations.* Mr. (Patrick) Hummel reported that the past season attendance at the park dipped slightly, but retail revenue remained stable. In total, 2025 brought to us 336,540 visitors from all over the globe. This is compared to 2024’s total season estimate of 353,189 and 2023’s 354,196. Overall visitation down about 5% but Retail revenue only down 0.01 %. Global, we saw visitors from 93 different countries outside of the US and Canada (compared to 85 countries in 2024). *Mt. Washington Observatory Virtual Tour Presentation:* Brian Fitzgerald, Director of Education of the Mount Washington Observatory shared information and an excellent demonstration on the current development of a virtual tour of the summit. The goal is to launch before the summer season. The presentation is intended to enhance public engagement and school group participations. *Cog Railway.* Mr. (Ryan) Presby said construction efforts on base area improvements temporarily halted due to early snow this winter. Cog Railway is in the planning stages of a 20 thousand square foot shop addition. A major solar project is currently being planned on top of the shop facility this coming summer. *Other Business.* DNCR was tasked with researching and identifying all existing documents and information relating to the use of the summit of Mount Washington for defense related activities, including research purposes. The meeting adjourned at 11:52 a.m.”

January 13th

Coös County Planning Board: Meets at 4:30 pm at the North Country Resource Center, 629 Main Street, Lancaster, NH https://www.cooscountynh.gov/government/boards/planning_board/index.php#outer-430 future Planning Board meetings on the second Tuesday of the month at 4:30 p.m. beginning January 13, 2026. A public hearing will be held on the request for zoning changes from The Cog at the January meeting..”

Cog Clatter reports: Another step towards a land swap that will allow the Mt. Washington Cog Railway to expand their base station operation was quickly and quietly taken Tuesday (1/13) night as the Coös County Planning board approved the requested zoning change. There were no public comments, no debate and no concerns uttered before the board unanimously approved the proposal. The entire meeting concluded in less than a quarter hour. The lack of public involvement may have been due to the fact the railroad presented its request at the Board’s November meeting. The agenda posted on the Coös County website did not mention the Cog request and the updated agenda did not replace it before that meeting. Board administrators later said that was a mistake. This time, the Board’s most prominent calendar announcement on its home page (*above*) used only the first paragraph of the complete public notice and it did not contain the name of the applicant. That was only found deeper in board’s documents section. The zoning requested changes would swap the current Man-

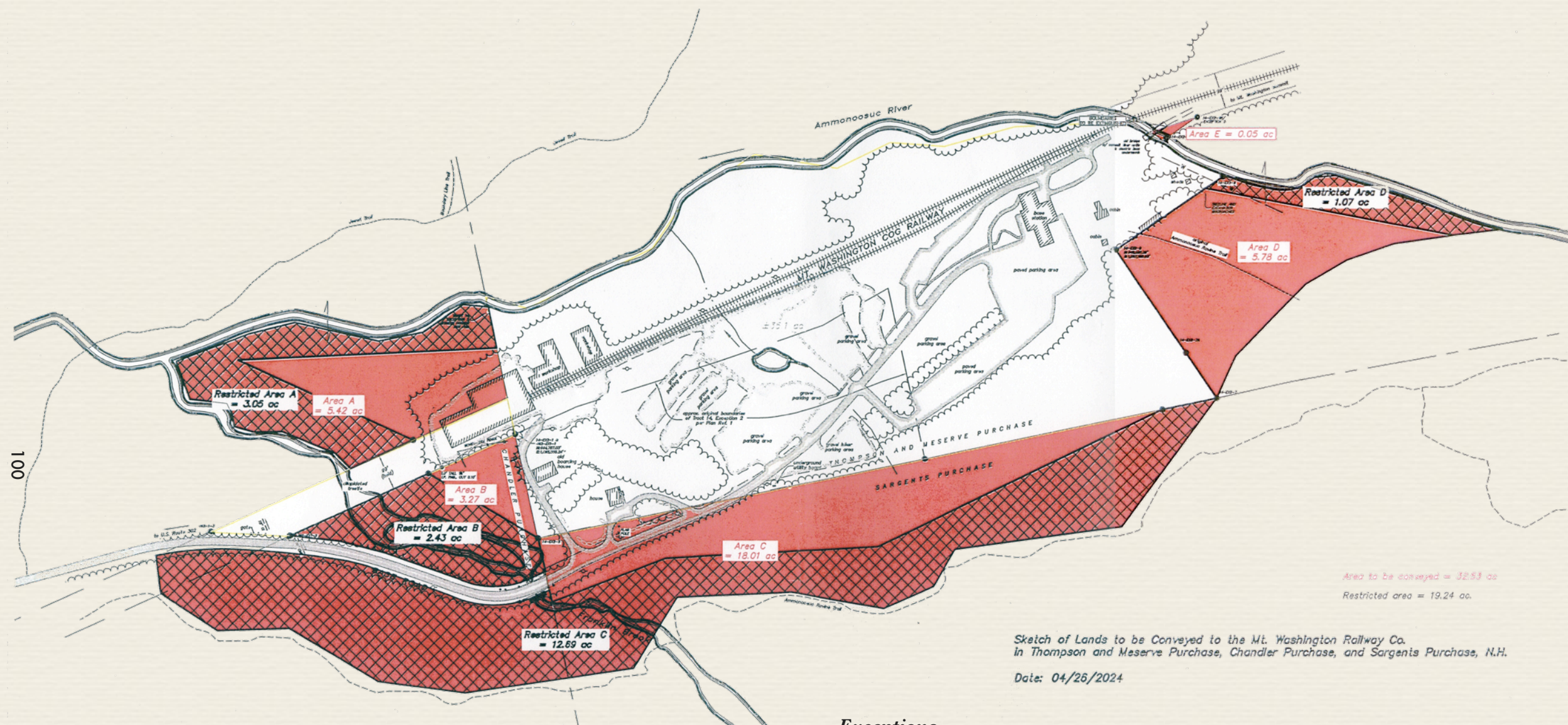


agement District designation for a General Development District designation on the new land. The Cog argued in November that the Management District “imposes limitations that would no longer be aligned with the property’s highest and best use.” (*map Next page*) The railroad said the new designation “would allow for a much broader range of uses and more flexible development options, which are consistent with the Cog Railway’s existing use of its land. As part of the land exchange with the National Forest Service, the Cog Railway agreed to not develop certain areas of its newly acquired land.” After the quick January approval, Cog lawyer Earl Duval thanked the board and said he will shortly be submitting plans for a new solar panel array to be built on the roof of the Cog’s shop, and the roof of the new 20-thousand square foot shop building that will replace the engine shop and car barn built in 1876. The solar farm will also include panels that will generate power from sunlight from above and reflecting off the roof as well as vertically-rotating wind turbines as part of a planned electrical micro-grid. The Cog’s micro-grid will also have new hydro power projects plumbed into it. Duval said the railroad hopes to generate all of its needed electricity, and have enough left over to supply the state park’s operations at the summit. The Coös County Planning Board also granted a one-year extension (to March 2027) on a building permit to install a radio tower at its Waumbek Station.” - *Cog Clatter* - Wed, Jan 14, 2026

Meeting Minutes: “Chairman (*Michael*) Waddell opened the meeting at 4:30 p.m. and followed with the Pledge of Allegiance. APPLICATIONS: a. Chandler’s Purchase, Sargent’s Purchase & Thompson/Meserve Purchase - Mt. Washington Railway Company. Chairman Waddell opened the public hearing at 4:38 p.m. and read the following public notice:

Notice is hereby given in accordance with RSA 675:7 that the Coös County Planning Board will hold a public hearing on Tuesday, January 13, 2026 at 4:30 p.m. at the North Country Resource Center on Route 3 in Lancaster, N.H. to receive input on a proposed amendment to the Zoning Districts for the Unincorporated Places of Coös County, New Hampshire as depicted on the map entitled “Coös County Land Use Guidance Map: Unincorporated Places in Southern Coös County,” produced by UNH Complex Systems Research Center, dated October 1990. The proposed amendment would expand the boundary of the General Development District (DD-G) that contains the Mount Washington Cog Railway Base Station at the Chandler’s Purchase, Thompson and Meserve Purchase, and Sargent’s Purchase line. The Mt. Washington Railway Company is ac-

Zoning Set Back Map - January 2026



Reservations and Activities Prohibited in Restricted Areas.

A. With respect to "Restricted Area A," "Restricted Area B," "Restricted Area C," and "Restricted Area D," the legal descriptions of which are attached hereto as Exhibit_ and recorded as part of this Deed, and which are shown on the map attached hereto as Exhibit_ and recorded as part of this Deed, subject only to the four exceptions listed below in Section _B of this Deed, the United States reserves to itself and its assigns all rights to, and prohibits Grantee, its heirs, assigns, and successors-in-interest from undertaking, the following uses of the property:

- 1) Any and all development of the property, including subdivision;
- 2) Any and all disturbance of the surface or subsurface;
- 3) Any and all timber harvest or other vegetation management activities; and
- 4) Reasonable access for the purposes of exercising, monitoring, and enforcing the reserved rights and restrictions in this Section.

Exceptions

B. The reservations and restrictions in Section A (left) are subject only to the following four exceptions:

- Exception 1. Construction and maintenance of a hiking trail from the Mount Washington Cog Railway parking lots to intersect with the Ammonoosuc Ravine Trail, in a location to be determined and agreed upon by the United States and Grantee.
- Exception 2. Maintenance of the existing snowmobile trail and bridge located along Base Station Road, crossing Franklin Brook.
- Exception 3. Construction and maintenance of a water well and perimeter buffer, in a location to be determined and agreed upon by the United States and Grantee.
- Exception 4. Existing uses as defined by the Special Use Permit issued to the Mt. Washington Cog Railway Company, dated October 22, 1954, as last amended on March 8, 1985, which may be further amended in accordance with applicable law.

quiring 32 +/- acres from the United States of America-US Forest Service to enlarge its Base Station property. This 32 +/- acres is currently zoned Management District (MD). The DD-G boundary was originally drawn to coincide with the private landholding associated with the Mount Washington Cog Railway. The Planning Board proposes to rezone the additional 32 +/- acres from MD to DD-G in order to be consistent with the existing zoning for the Unincorporated Places. Restrictions are included in the conveyance from the USFS to the Mt. Washington Railway Company to protect the public's interest in water resources, the Ammonoosuc Ravine Trail and Base Station Road. Chairman Waddell inquired from the Planning Board if they had any questions. There were none. Chairman Waddell inquired if members of the public had any questions. There were none. Chairman Waddell closed the public hearing at 4:41 p.m. A motion was made by Marc Tremblay, seconded by Thomas McCue to forward the proposed amendment to the DD-G zoning district map to the Commissioners and recommend adoption by the Delegation. The motion was approved in the affirmative by voice vote. A motion was made by Representative Tierney, seconded by Marc Tremblay to adjourn the meeting at 4:49 p.m."

January 21st

Champions in Action: "We were happy to host our buddies from the Mount Washington Observatory yesterday (1/21), as the OBS team was recognized (*right*) as a "Champion in Action" by representatives from Citizens Bank & the *New Hampshire Union Leader*. MWOBS Executive Director Drew Bush was on hand to accept the award, and noted that the funding would go a long way toward expanding the Observatory's hands-on STEM education, apprenticeships, and broadcast meteorology internships. After the obligatory grip-and-grin photos and media interviews, we all piled onto the 10:15 departure with OBS Director of Education Brian Fitzgerald (*left*) to measure the snow pack up at Waumbek Station. A good time appeared to be had by all (*below left*), especially by the WMTW-TV8 videographer seen here (*right*) snapping a selfie with Brian and the gang!"



The Cog's General Council Earl Duval shares a TV moment with Trainmaster and Assistant GM Andy Vilaine



MWOBS Director of Education Brian Fitzgerald



Brian instructing the gang in the finer points of measuring average snow depth

ships, and broadcast meteorology internships. After the obligatory grip-and-grin photos and media interviews, we all piled onto the 10:15 departure with OBS Director of Education Brian Fitzgerald (*left*) to measure the snow pack up at Waumbek Station. A good time appeared to be had by all (*below left*), especially by the WMTW-TV8 videographer seen here (*right*) snapping a selfie with Brian and the gang!" **Lizz Stout Mague:** "Awesome! Saw you all on the Mount Washington webcam!" **Katie Wood:** "Awesome, I watched them filming this yesterday." **Janet Jamieson Davis:** "Cool! Would love to see some pictures taken as you are making your way up!!"

- Mt. Washington Cog Railway FB page - Thu, Jan 22, 2026

CONWAY, N.H. —For 93 years, Mount Washington Observatory (MWOBS) has advanced weather science from one of the planet's most extreme environments. Now, thanks to a \$50,000 Citizens Bank



MWOBS Executive Director Drew Bush (left), with reps from Citizen's Bank and the Union Leader



Mount Washington Railway Company Chairman Wayne Presby

Rob McClary: "Wayne--I still have your Callaway Corvette, it's got 58,000 miles but still runs perfect and is in perfect condition, always garaged! LOVE that Corvette!!!! (2026)
- Mt. Washington Cog Railway FB page



Look Ma, I'm on TV... uh, wait a minute...

Champion in Action grant, the observatory is expanding its educational reach with the launch of a new broadcast meteorology internship. The grant aims to support workforce development through STEM education, apprenticeships, and paid internships, benefiting students from K–12 through undergraduate levels. It also includes volunteer support programs. “One of the most interesting things about our work at the observatory is that we use both very simple technologies and incredibly complex, new-age tools like LIDAR to understand the atmosphere,” said Brian Fitzgerald, Director of Education at MWOBS. Fitzgerald emphasized the wide-reaching impact of the funding. “This grant from Citizens Bank is hugely impactful for the observatory because it touches several areas,” he said, including classroom education, extended learning opportunities for high school students, and professional training for aspiring broadcast meteorologists. “We have had many meteorologists work with us at the summit and they have gone to pursue a career in broadcast, but we didn’t have the tools to further them. With this grant, we will,” says Fitzgerald. For undergraduate students, the funding enables the launch of an entirely new program. “It’s helping us start a brand-new broadcast meteorology internship, which is incredible,” Fitzgerald said. “It’s one thing to measure weather data and another to forecast it, but you also have to be able to communicate that data effectively.” Much of the internship work will take place in MWOBS’s administrative offices and a new studio being developed in North Conway Village, outfitted with broadcast essentials such as cameras and green screens. “The green screens, the cameras, the fun stuff you work with in a studio, those are all big needs,” Fitzgerald added. Citizens Bank leaders say the partnership reflects the importance of engaging students in science and innovation. “Getting them excited about the sciences, research, and development is so critical as we think about the environment and better ways of doing things,” said Marc Lubelczyk of Citizens Bank. “I have a daughter who is also in STEM, studying at UNH and I want her and other students to have the chance to learn without limitations,” says Lubelczyk. MWOBS Executive Director Drew Bush noted that while the observatory provides data to the National Weather Service, it operates independently. “Most people think we’re part of the National Weather Service, but we’re actually a private, nonprofit that relies on members and foundations for support,” Bush said. With this investment from Citizens Bank, Mount Washington Observatory is continuing its legacy of discovery while preparing future meteorologists to clearly and confidently communicate vital weather information to the public.

- <https://www.wmtw.com/article/mount-washington-observatory-to-launch-first-ever-broadcast-meteorology-internship/70203689>

January 25th

Riding the Rails in Winter: “Our GSA Day on the Mount Washington Cog Railway: “One of the best parts of being a Granite State Ambassador is getting to experience New Hampshire the same way our visitors do — sometimes in ways that surprise even longtime locals. Our recent winter excursion on the Mount Washington Cog Railway was one of those days that will stick with us for a long time. Hosted by Rob Arey (*left*), Marketing Director, our group boarded the Cog for a winter journey up Mount Washington to Waumbek Station — and Mother Nature clearly got the invitation. For January, the weather was almost unbelievable: clear skies, mild temperatures, and views that stretched all the way to Vermont’s Green Mountains. More than one volunteer commented that it felt warmer at the station than at the base. For many GSAs, this was their first time riding the Cog in winter, and for some, their very first Cog experience ever. What everyone agreed on was how completely different — and equally magical — the mountain feels in winter. Snow-covered trees, crisp air, and that quiet, awe-filled feeling you only get high above the notches. A huge part of what made the day so special was the Cog team itself.

From the moment we arrived, staff members were welcoming, friendly, and clearly proud of what they do. Our brakeman, Mike, quickly became a favorite — blending humor, history, and fascinating details about the railway’s engineering and the story of Sylvester Marsh’s determination to build “a railway to the moon.” More than one volunteer said they could have listened to him all day. At Waumbek Station, the experience slowed down in





the best possible way. Volunteers gathered around the fire pit, warming up with hot chocolate, roasting marshmallows, and swapping stories while soaking in the views. It brought out everyone's inner kid — and reminded us that sometimes the smallest touches create the strongest memories. What really stood out in the thank-you notes we received afterward was how valuable this experience will be in the field. Volunteers who serve at the Manchester-Boston Regional Airport, the State House Visitor Center, rest stops, welcome centers, and events across the state now have firsthand stories to share. Many mentioned how excited they are to recommend the Cog not just in summer or fall, but as a perfect winter experience — especially for visitors who don't ski or want something uniquely New Hampshire.

Several GSAs also paired the Cog ride with lunch at the Omni Mount Washington Resort, making it an easy, memorable winter day trip they'll now confidently suggest to guests. This is exactly why these behind-the-scenes learning opportunities matter. When our volunteers experience attractions themselves, they don't just give directions — they share stories, enthusiasm, and personal recommendations that visitors remember. A tip to pass along to guests: Rob shared that during New Hampshire February Vacation week, NH residents can ride the Cog for the price of a child. For current details and dates, visitors should check the Cog Railway's Facebook page. To Rob and the entire Mount Washington Cog Railway team — thank you for your incredible hospitality, your storytelling, and for giving our volunteers an experience they'll be talking about (and recommending) for years to come. And to the GSAs who couldn't join us this time: this one officially goes on the "worth doing in every season" list. / **MWCR FB page:** "Thanks to Granite State Ambassadors for the nice writeup!"

-Mt. Washington Cog Railway FB page - Tue, Jan 27, 2026 / Photos: of Excursion

https://photos.google.com/share/AF1QipNF8Sg2q9sSIo7jBVdyrHmnrQEecogcsYKLV5Io5Lh_bvVCIL3XTMcmwWohCaX09A?key=NnRtMEDpUzFLd3FMTVU3LW50RnctZE1mejNDMHBn
<https://granitestateambassadors.wordpress.com/2026/01/25/riding-the-rails-in-winter-our-gsa-day-on-the-mount-washington-cog-railway/>



January 26th

Severe Wx Alert: SEVERE WEATHER ALERT, MONDAY, JANUARY 26: 9:00 AND 10:15 departures to Waumbek Station are canceled. Marshfield Base Station is OPEN. Service to Waumbek resumes at 11:30. BTW- the backcountry skiing along the tracks today is GREAT!!

Jennifer Wiggins: "Did anyone else see the mink playing in the snow at the midpoint station fire pit last night at 9:55pm. It was really cool." **Diane London Haskins:** "We went to Waumbek in November and it was



phenomenal. First Nov trip, we go every August. Temps in Dec/Jan too cold for me.”

February 4th

Waumbek Winter Wonderland: Brakeman Terry Burton uses his slo-mo video feature on his phone to capture flakes falling on a morning run. He posts saying “Another beautiful snowglobe morning at Waumbek.” Frame grabs below. - Terry Burton Facebook page - Wed, Feb 4th, 2026 10:15am

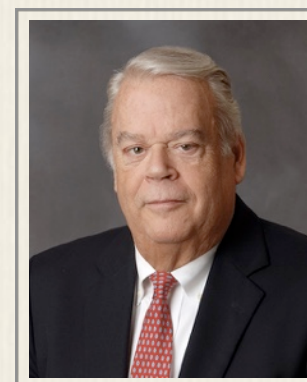


February 13th

Mt. Washington Commission: The February meeting will be on Friday, February 13, 2026 at the AMC Highland Center at Crawford Notch on White Mountain Trail, Bretton Woods at 10:00 AM.

Cog Clatter reports: “The new interim Commissioner of the New Hampshire Department of Natural and Cultural Resources introduced himself to the Mount Washington Commission on Friday the 13th at their meeting at the Appalachian Mountain Club’s Highland Center at the top of Crawford Notch. A leadership change at the agency that oversees state parks and more than 220,000 acres of public lands, as well as the New Hampshire

State Library had been expected. Commissioner Sarah Stewart (*left*) was planning to resign this summer after seven years in the position. But Stewart abruptly resigned Monday at the request of Governor Kelly Ayotte, who said Stewart had failed to tell her about the Trump Administration’s plans to purchase, occupy and rehabilitate a 43-acre warehouse property in Merrimack, N.H. in support of ICE deportation operations. In the wake of Stewart’s resignation, the Executive Council approved Adam Crepeau (*right*) to take over on an interim basis. Crepeau has been a top staffer at the New Hampshire Department of Environmental Services. Commissioner Crepeau assured the group he would continue to support their oversight efforts of the Mt. Washington State Park. The commission was joined by Republican State Senator Mark McConkey of Freedom (*left*) as a new legislative member of the panel. Commission Chair Rob Kirsch said the group appreciated the smooth transition and that in the first week Crepeau and McConkey attended the meeting. The main item on the agenda – what to be done if the fuel tank farm that provides heat and back-up power to the Summit facilities failed to pass inspection this summer - was delayed to March as the man in charge, Albi Fioravante of the DNCR was absent.



Drew Scamman of Townsquare Media told the group he may have found a solution to replacing the broadcaster’s crumbling transmitter builder locating the transmitters for WHOM in the Yankee Network building and rebuilding the trench connecting the Yankee Network facility with the tower originally installed on Mt. Washington by the inventor of FM radio – Edwin Howard Armstrong. The group acknowledged the passing (2/5) of former commissioner Paul Fitzgerald (*right*) of Laconia. The longtime attorney and two-term mayor of Laconia, was 75. Fitzgerald was a member of the first graduating class of Franklin Pierce Law Center. Fitzgerald also had a keen interest and passion for the White Mountains, and served as secretary and president of the board of trustees of the Mount Washington Observatory. According to his obituary, Fitzgerald was scheduled to receive the Observatory’s Founders Award the day after his passing — the award will be bestowed posthumously.” - Cog Clatter - Sat, Feb 14, 2026



*Friday the 13th Lenticular clouds over the Mount Washington Cog Railway (2026)
- Josh Bishop photo*

Minutes: The 2026 MWC meeting schedule up to September was confirmed. **Master Plan:** (Chairman Rob) Kirsch said that the environmental assessment is expected by fall. Discussion was to the affect that the Commission hopes that deficiencies relating to environmental information can be addressed by then. Kirsch reported that the fuel tank farm which contains WWII- era tanks will be assessed for replacement. Three are still in use for heating and backup power. **State Park Operations:** Mr. (Patrick) Hummel reported they are currently planning for the next operating season. The Tip Top House work is continuing and will hopefully be opening this year. Another very cold January, after a cold December. Coldest month on the summit since February 2015 with an average temperature for the month of 1.5 degrees F. New WWTP is continuing to run mostly well; biological balances continue to be refined and improved upon. Currently running in “winter mode” with Train 1 as primary and Train 2 dormant. **Promotion of Summit:** Georgia Murray, AMC Senior Scientist and Charlie Butterbaugh, Director of External Affairs, MWObs; gave a presentation of the recently published *White Mountains Almanac*. The *Almanac* was produced in collaboration by the Mount Washington Observatory, Appalachian Mountain Club, and Hubbard Brook Research Foundation and can be viewed at this link: <https://mountwashington.org/research/the-white-mountains-almanac/> Chair Kirsch led a discussion on the World Heritage UNESCO designation process and history. The MWC working group continues making progress for this multi-year endeavor. The process is becoming more complex due to current U.S. non-participation in the UN program. An update will be given by the March meeting. **Partner Reports:** Mr. (Chris) Thayer reported that the multi-region east coast relay commemorating the Appalachian Mountain Club’s 150th anniversary will start next month in Virginia. Overall lodging occupancy for year-end 2025 increased by 4.9% YoY across AMC’s entire region from the mid-Atlantic to Maine. A strong showing given the industry was flat for much of the New England region. Our NH lodges in Pinkham and Crawford Notches saw a 7% occupancy increase YoY while the Huts had a more modest 1.6% increase. YTD January occupancy has been strong given the solid winter weather conditions. North Country Volunteer Programs – in 2025, staff led 238 volunteer trail workers ages 10 to 80, in 2029. 5 hours of bridge building, trail crafting, staircase setting, lumber hauling, drain digging, and team bonding across New Hampshire and Maine. North Country Professional Trail Crew – 7 field crews, 49 staff, 24 projects, 25, 531 hours. Campsite Program – 20,345 overnight visitors, 10,000 gallons of human waste composted. Mr. (Tobey) Reichert reported that the extreme cold plays a role in the winter operations and influences the level of visitor participation in auto road events. He and members of his team attended a recent travel show in New York and hope that will increase visitation. He said a number of winter events are planned for the remainder of the season. Mr. (Ryan) Presby reported that the Cog Railway also has been involved with numerous recreational activities this winter including a successful collaboration with the Mount Washington Observatory. Mr. (Drew) Scamman made a request to the Commission to consider a Townsquare Media proposal to consolidate transmitters into the Yankee Building. The WHOM building which currently houses the transmitters is deteriorating. Townsquare Media is looking at the possibility of following the existing AT&T line and a formal

plan will be coming in the near future. Patrick Hummel noted that this area of the summit is not encumbered by Land and Water Conservation Fund (LWCF) grants. Alyssa Tanner, WMNF Deputy Forest Supervisor presented an update for Mr. Ibarguen who was at the Granite State SAF meeting in Concord. WMNF still remain in a hiring freeze – although we are seeing opportunities to supplement seasonal staffing for the upcoming summer recreation and tourism season. Lincoln Woods Trail Closure for Trail Improvements - The trail suffered significant damage during several flooding events over the past decade. This project is essential work to ensure long-term viability of the trail. The summer closure is expected June thru November. **Other Business.** Mr. Kirsch recognized the recent passing of former MWC member and chair, Paul Fitzgerald. Mr. Fitzgerald also served as president of the Board of Trustees of the Mount Washington Observatory. He was a huge supporter of Mt. Washington. Mr. Kirsch said the Commission wished Paul's family the best as they move through this period of loss. Mr. Presby expressed the Commission's appreciation for the efforts of outgoing DNCR Commissioner and MWC member, Sarah Stewart; for the time she spent with the Commission and all of the work she did for Mt. Washington. Mr. Kirsch agreed and thanked Acting Commissioner Adam Crepeau for stepping in and attending this meeting on his first week at DNCR. Mr. Crepeau responded that he appreciates that and intends to have a smooth transition and continue the same sort of cadence that former Commissioner Stewart had with this group.

February 14th

Motor Sledding Okay!: “Happy Saturday, Coggers, and guess what? It's snowing!! Again! Sheesh. You look up “winter wonderland” in the dictionary, and... no, forget it. Dictionary's been buried in a couple of feet of fluffy white stuff since Christmas. Anyhoo, today begins a couple of school break weeks, which means caravans of skiers, sledders – basically winter adventurers of all sorts – they're all headed our way! We just want to remind everyone to take it easy out there, and if you're looking for a unique break from the slopes or the trails, 1-hour round-trips to Waumbek Station run up to 4000' daily. Schedule, tickets and much more at thecog.com. And if you find yourself on a snow machine somewhere on the vast network of trails that run through our neck of the woods, give those saddle sores a break and stop by Marshfield Base Station for our new Corridor 11 Lunch Special! And get this– you don't even have to pull in on a snowmobile– regular folks can enjoy the same deal!

- Mt. Washington Cog Railway FB page - February 18, 2026 at 10:42 AM



February 18th

Just for Kids: “Good morning Coggers! If you know anything about any of us who work at The Cog, you know that our love of trains starts at the very top. We know you guys love trains too, which is why every year around this time we make it a little easier to experience the world's first mountain climbing cog railway! Just in time for NH school break, Big Kid Week pricing kicks in starting Saturday, February 21. If you're a train-loving big kid of any age, you'll pay the same rate as your train-loving little kid, thru March 1! Offer applies to advance, online ticket sales only, using promo code “BIGKID” at checkout. Hope to see you next week!”

- Mt. Washington Cog Railway FB page - February 18, 2026 at 10:42 AM



February 19th

Tubular, Man!: “Just a reminder, Coggers – while back-country skiing and snowboarding is permitted along our rail corridor, sledding and tubing is ABSOLUTELY PROHIBITED on our property, especially anywhere alongside our tracks from summit to Base Station. For a comprehensive list of nearby properties where sledding and tubing is permitted, please visit



<https://www.visitwhitemountains.com/.../tubing-and-sledding/> - Mt. Washington Cog Railway FB page - February 19, 2026 at 9:47 AM

February 28th

Cog's Secret Life: Reporter Roberta Baker writes: “In winter, little ones think of the Mount Washington Cog Railway as New Hampshire's Polar Express. Others wonder if this is how Santa commutes to work. And train buffs, including baby boomers and others who grew up with the beloved children's story about the little locomotive that chugs until it succeeds, call it, “The Little Engine that Could” - including in winter. Since its first tourist trip to the summit in 1869, the Mount Washington Cog Railway - the world's first mountain-climbing cog railway - has carried view seekers,

vacationers, photographers and hikers up and down New Hampshire's tallest peak, mostly in summer and fall. Today, biodiesel engines power up a 25-degree slope in winter on the original-style narrow-gauge track that mimics the action of a giant bicycle chain. Tourists, winter hikers and climbers, snowshoers and backcountry skiers ride the train 15 minutes up to Waumbek Station, about halfway to the top, where they drink coffee and hot chocolate and toast marshmallows over a wood fire, before riding back down or continuing higher under their own power. The Mount Washington Hotel and Bretton Woods ski resort glisten to the west. The Green Mountains are visible as far as Stowe, Vermont. On a clear day the view is stunning. “You're in a winter wonderland. The experience in winter is different,” the Cog's general manager, Ryan Presby, said last week. **All aboard** On Jan. 21, brakeman Terry Burton addressed a coach packed with visitors in parkas and gloves.





“We’re going to climb up the mountain like a bulldozer, with hundreds of times the power of a conventional train,” he said. The coach jostled. Passengers on vintage wooden seats could feel the gears kicking in. The engineer driving the locomotive “is going to put the pedal to the metal,” said Burton. “We’ll reach top speed - 4 to 5 miles per hour. Thanks for hanging on.” ***The journey doesn’t grow old*** The Cog was the brainchild of Sylvester Marsh, a New Hampshire native, dreamer and entrepreneur, born in 1803. He grew up on a farm in Campton and studied engineering in Boston before moving to Chicago, where he made a fortune in grain processing, meat packing and by shipping by railroad. Retirement was not on his bucket list. Marsh came back East to try something that hadn’t been done before:

build the first railroad up Mount Washington, using a technology he had to adapt, inspired one day, by fixing his bicycle chain. He believed a similar design on a much grander scale could move a train up the mountain, a steep one. At a high up point called Jacob’s Ladder, passengers stand as the train tilts at about 38 degrees, and those in the front are 14 feet higher than those in the back. “Mount Washington is known as having the world’s worst weather,” Burton told the visitors last month. “Twenty-five to 30 weather systems collide at the summit each week. We can get a blizzard in July. There are days when you get beautiful views. There are days when you can’t see a few feet in front of you.” In 2025, the Cog took over 170,000 passengers to the summit, Burton said. The wintertime trip to Waumbek is much less well-known. Winter tourists take it along with snowshoers who want to climb farther up, and skiers who want to ski down beside the tracks. Sledding is not allowed, although it’s been tried, sparking a recent firestorm on Facebook and guests showing up with sleds. “It’s too dangerous. There are people snowshoeing or hiking beside the track,” and a sled can’t turn or stop, the general manager said. Occasionally, cold and tired hikers hitch a ride down from Waumbek Station. ***The Cog’s secret life*** The Cog also has a second, scarcely known mission, which doesn’t turn up on social media half as much. It aids in mountain rescues. Andy Vilaine, who started working at the Cog seven years ago as a brakeman, is now the trainmaster in charge of all operations. He’s also a winter hiker and a member of Pemigewasset Valley Search and Rescue. Ice on the tracks doesn’t hinder the train’s traction. It climbs during most winter weather. A snow-blowing locomotive clears the track of drifts that can reach 9 to 12 feet. Calls can come after hours from New Hampshire Fish and Game. A small crew readies the train to go. Rescue teams meet at the base station. The train transports them, making several trips if necessary, up Mount Washington’s west flank, with first aid and rescue gear, to where rescuers can hike in to reach injured, hypothermic or lost and missing climbers. Some of the hikers in distress can barely speak when they call 911. “In the last few years, we’ve had two or three distinct calls asking us for support by train,” said Vilaine. “When Fish and Game calls, we only say no if the equipment can’t run.” In mountain emergencies, time is precious and the Cog is “a warm vehicle as opposed to a rescue team carrying a person all the way down.” A couple of years ago, the Cog got a call to help rescue a man huddled in “the dungeon,” the basement of the Lake of the Clouds hut, which hikers ordinarily aren’t supposed to use. “If people are going to die, they stay here,” said Vilaine. It was April 2023, with “90-mile-per-hour winds in sideways snow.” The man was wearing jeans and frostbite had set into his feet inside non-winter boots. “Most hikers are prepared for what’s going on in the winter,” said Vilaine. “It’s the shoulder season when they’re not expecting true winter at the summit” or anticipating what that means for the hike down. “A lot of people like to follow the (Cog) track because it’s a definitive landmark they can’t lose in the fog or blowing snow.” Last June, Fish and Game called for a train to save two hikers at Gale River Loop who



were trying to complete a full traverse of Presidential peaks, despite warnings against it. “It was a difficult rescue, with 100-mile-per-hour-plus winds on top, temperatures in the low to mid-30s” and drenching rain, Vilaine said. The woman had collapsed and become nonverbal because of hypothermia. Androscoggin Valley Search and Rescue, on the east side of Mount Washington, was also called to help. The Cog went up to 5,400 feet to where the West Side Trail crosses the track, joining the Gulf Side Trail. “They had been waiting for two hours, ducked into a small cluster of stunted trees, trying to block as much wind as they could,” Vilaine said. They were taken down by train and transported to a local hospital, where they recovered. In February 2024, a 22-year-old hiker from Portsmouth fell and was injured in Mount Washington’s Ammonoosuc Ravine when the ambient temperature was minus 9 and the wind chill reached minus 52. The man was hypothermic and frostbitten. “The train almost couldn’t go. Because of wind and extreme cold, we had to keep the train moving,” Vilaine said. “He was very lucky. I don’t think he would have made it on his own. With hypothermia, decision making deteriorates to the point that you’re not making rational or safe decisions, and it varies widely according to how wet you are. It’s incredibly hard to get someone back once they slip into that nonverbal state.” Rescuers “wrap you and bundle you when we’re carrying you on a litter. But there’s really no substitute for a warm, waiting vehicle,” said Vilaine. With the Cog’s help, “A rescue call that would have taken 12 to 14 hours from the first call is going to take 6.”

- Manchester (NH Union Leader - Sat, Feb 28, 2026 via FB

March 3rd

Family Sweetness: “Mount Washington Cog Railway is with Presby’s Maple Farm LLC. Maple Season Meets MUD on the Mount Washington Cog Railway! And we’re not talking about just any old variety of mud, we’re talking about March’s Unexpected Delights! This year, thru the end April, you’ll receive a complimentary nip of New Hampshire maple syrup when you reserve your Waumbek Station adventure in advance. It’s all thanks to our friends at Presby’s Maple Farm in nearby Bethlehem, New Hampshire. Presby’s also supplies many of the maple products sold here and online in our Gift Shop! You can ride to 4,000 feet, enjoy fresh mountain air and the late winter/early spring landscape, and maybe even explore local maple experiences that make this time of year truly special. Presby’s is just one of many sugarhouses and maple producers throughout the region opening their doors for tastings, tours, and hands-on demonstrations. Remember— advance reservations are required! You’ll receive your maple nip, while supplies last, at the ticket desk when you check in on the day of travel.”

- Mt Washington Cog Railway FB page - Tues. Mar 3, 2026



March 4th

Taking Delivery: “Hmmmmmm. What the heck do you think Mechanical Engineer Caleb Gross was doing down in the shop this afternoon? Tune in tomorrow for the answer!”

Dave Kurz: “Pulling his chain....” **Art Pol-**

track: “Working out his pipes.” **Jacob Ram-**

sey: “It looks like a new boiler for a steam locomotive.” **John Whalen:** “It almost appears to

be something one might drop from a plane”

Poltrack: “John - Well, both are tubular.”

Mike Harazim: “New Boilers for the Cog”

Joseph Thibodeau: “Prepping the cog to go

up the mountain” **Christopher Country-**

man: “Looks like another (new) boiler ...we

hope!!!” **Paul Forbes:** “Steam returns!”

Kevin Madore: “Paul - And in record time!”

Meg Gross: “HES DOING AMAZING

THINGS! (proud mama!)”

- Mt Washington Cog Railway FB page - Wed. Mar 4, 2026



thecog.com

The Mount Washington Cog Railway

Learn more



March 5th

New Boiler Delivered: “To the top of New England! We are honored to be partners in preservation with the Mt Washington Cog Railway. This is about so much more than business. This is about people, history, and a incredible experience for future generations. The railways’ commitment to keep steam on the mountain, allowing those little New Hampshire built locos to continue to tell the story of New England toughness and ingenuity is to be commended. Be sure to take a ride this season to the top of New England!” **Doug Waites:** “Exciting times at the Cog.” **Paul Forbes:** “Pure New England. Proud to be

part of it” **Geoffrey Gibbons:** “How many steam locomotives are running?” **Warren W Disbrow:** “Geoffrey - The last few years they have had 2, the #2 and #9. Both are down getting new boilers. Looks like #9 will be first.” **Brian Hebert:** “Are they still burning coal?” **Kevin Madore:** “Brian - Yes” **Daniel Day:** “Brian - They tried converting MW9 to liquid fuel many years ago, but it didn’t last long.” **Rick Knight:** “Good job, I will use a phrase that Fred Richardson used on occasion “super impressive”. You got that heritage thing right.” **Jim Lipnitz:** “I hope they’ll be up and running in time for summer!!!” **Lindamae Blair:** “I have been ‘on’ 3 times, an awesome experience. I love steam, disappointed with diesel.” **Michael W Currier:** “Glad this popped up in my feed - saw it going down the road in Windham ME” **Eric Schade:** “I met Brian and his boiler at the stop sign by the elementary school in Windham ME” **Doug Miner:** “This is such



fantastic and important work thank you so much.” **Taking Delivery:** “Good morning Coggers! We had a special delivery from our buddies over at Maine Locomotive and Machine Works yesterday (3/4) - a brand spanking new boiler for MW9! The 9 is in pieces all over the shop right now, but we’ll be documenting the process of putting it all back together over the next month or two. We’re on track to resume steam service on Mount Washington later this year!” **John Whalen:** “Wow, terrific post of a stand alone new boiler and the disassembled engine. Like following the Big Boy rebuild, but smaller. Keep up the good work. A vid showing assembly processes would be great on YT.” **Chris Daniel:** “I have only ridden the Cog Railway when it has been a coal fired steam locomotive. I refuse to ride the new diesel engine locos. Traditions matters when it comes to preservation of historic sites. Coal and steam for life!” **Louis Hall:** “Chris - exactly the way I feel. No point in riding if not coal.” **Jonathan Hall:** “I tend to agree with Chris & Louis (no



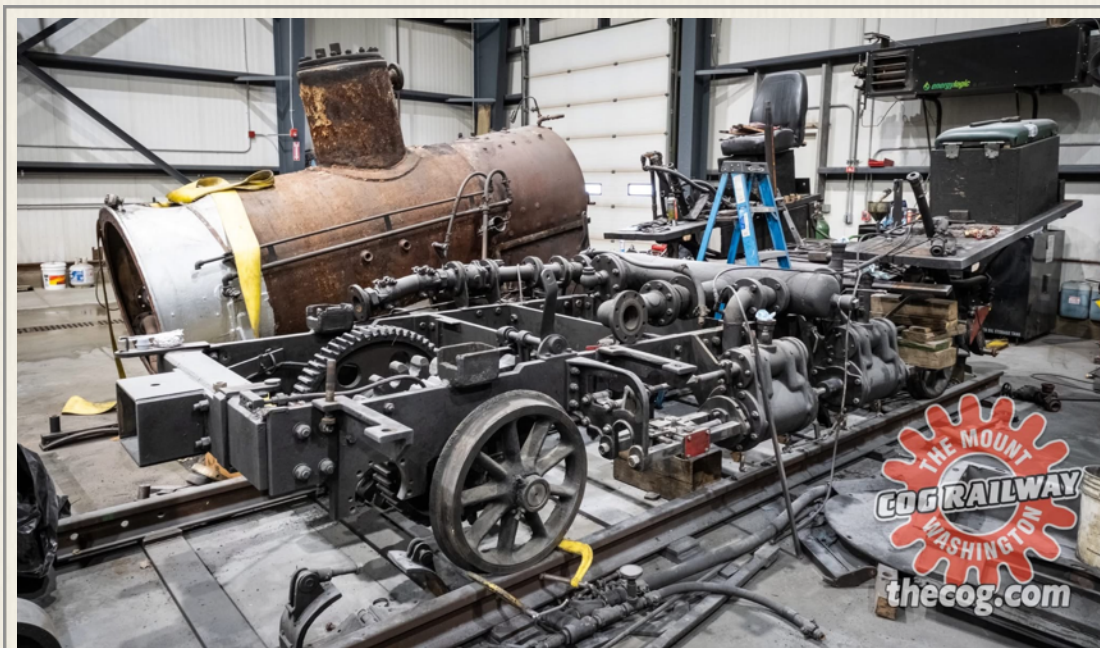
Rated Boiler: David Hebert: “How much pressure do they hydro test it too?” Nathan Worthington: “David - it says 175 PSI.” Hebert: “Nathan - it says that but I thought they hydro test them differently.” Robert Babier: “ASME Section 1 boiler so hydro pressure is 1.25 x maewo (shown as 175 here) (2026) - MWCR photo

relation). I prefer coal smoke & cinders in my face to breathing diesel exhaust, though I will ride the diesels when steam is unavailable. For authentic preservation, wood-fired steam would be more accurate, for Cog history. Riding the new 100-pound rails ignores preservation in favor of speed and a smoother, safer ride. I hope the two rebuilt coal-fired steam engines last long into the future, and that Andy & Ryan provide a first-class schedule for steam - letting diesels go first is a terrible schedule.” **Mount Washington**

Cog Railway: “Jonathan - We’ve said it before and we’ll say it again: the Cog Railway is not a museum.

This is a modern, working operation motivated by the innovative spirit of its nineteenth-century founders. By bluntly marginalizing the most important consideration in the operation of any railroad— SAFETY— in defense of a personal passion or nostalgia, you’ve taken much of the “steam” out of your statement. We know that’s not what you meant to do, but it is what you wrote. Let there be no doubt here — we are committed to maintaining and running steam trains far into the future as a respectful nod to our technological heritage, and because we all love seeing those things go up the hill too. The much larger investments we’ve been making to the preservation and improvement of our infrastructure, motive power and rolling stock have all been in service of providing an exceedingly safe (by MODERN standards), reliable, on-time experience to an annual ridership that is many, many times larger than it was a century and a half ago. And we’re not stopping there. We will continue to leverage existing and emerging technologies to ensure that the Railway sticks around for another 150 years.” **Jonathan Hall:** “Mount Washington Cog Railway - wow, sorry I pissed you off. Now will you let the steam engine make the first run to the summit every day?” **Bill Fothergill:** “Is this the only loco to get a new boiler or is #2 getting one also?” **Kenneth Bly:** “Summer of 75, I work at the cog railway as a track welder and fireman. The coal burners would go through 1 to 1½ tons of coal from New Brunswick coal. I have a lot of stories from that summer.” **Erich Kenison:**

“Cookie can put Humpty Dumpty back together again” **Steve LaBonte:** “Back in the mid 80's I was working in a truck repair shop. One day a truck pulled in and sat idling in the lot. Odd sounding engine had me curious so when I had the chance I went to look. A cog locomotive boiler was on the open flatbed trailer with a sign from Boston Boiler Works. I went to get my camera from my car just to hear the truck throttling up and leaving. I remember the the sight of it and the feeling of the picture opportunity that got away.” **Daniel Day:** “I appreciate all the work you’re doing to keep steam running.” **Craig Whittelsey:** “Restoring one of the steam engines, to running condition keeps history alive. Hiked Mt Washington a few times but watching these steam engines chugging up



Shop Crew Assemble! Jon Van Der Zee: “some light maintenance i see” Rodney Hanscom”Thanks for this shot! Lots of interesting detail. Those are what I’d call “positive-engagement” cogwheel teeth, but I’m sure there’s a more accurate term.” (2026)
- MWCR photo



is still an amazing site to see. **Giovanni Cintolo:** “I’ve been to the top of Washington 3 times. Twice on a motorcycle and once on foot. Took the Jewel trail and brought home a chunk of coal from the side of the tracks. Steam loving machinist, love that you’re preserving history, the train will be my next summit.” **Buz Peoples:** “So glad you still run the pufferbellies” **Chris Waystack:** “All you complaining about the diesels. Steam is extremely expensive to operate, maintain and insure. It’s something like 6x more expensive to run steam. As a business and not a museum, it makes better sense to run diesels most of the day. I’ve ran, maintained, and helped rebuild steam locomotives. It’s no small task. Sure we would all love a pure steam operation, but like I said, its a business and it has to make financial, safety, and operational sense. So you foamers can either embrace the future, or be left behind.” **Steve LaPlante:** “This will be a cool project to watch. Please post often” **Paul Forbes:** “Beautiful sight.” **Kevin Madore:** “Paul - Amen, and in near record time since the issues with the old boilers were detected. The ML&M guys are awesome.” **Kevin Henderson:** “I feel the same way the steam is the real deal. I used to ride Three Times a year then they put in the diesel.. never again over Fifty years of being a client... and telling customers to ride the COG they lost it...” **Steven Page:** “How old was the old boiler??” **Art Poltrack:** “Steven Page ~40 years. 1986.” **Bill Drotar Jr.:** “Art - Is there one area in particular with the Cog boilers’ wear that determines that it needs replaced vs repaired??” **Poltrack:** “Bill - No. It was overall fatigue after 40 years of operation.” **Buz Peoples:** “I rode the steam cog in 1999. Have admired steam engines of all makes and models since 6 years of age, standing in the B&O station in Wilmington, Delaware, listening to their approach miles away...” **Bruce Hughes:** “Pics remind me of steam locos being worked on the Snowden Mountain Railway in Llanberis, North Wales UK, another cog railway of note” **Gray Hackles:** “Very impressive! How long did it take to fabricate the new boiler? I can’t even imagine how much work had to go into creating it. Cheers!”

- Maine Locomotive & Machine Works FB - Thu, Mar 5, 2026 & Mt. Washington Cog Railway FB page - Thu, Mar 5, 2026



Train Master

Help Wanted: “Picture yourself working here! The season is right around the corner and the Mount Washington Cog Railway is hiring! This is your boarding call to join the most exciting and unique work environment in the North Country. We are currently interviewing for full time and seasonal positions in the following departments— please follow the links below for detailed descriptions:

Brakemen/Brakewomen

If you’re the person we’re looking for, or if you know someone who is, we want to hear from you! Drop us a line using the contact form here or on each job listing page. “Brakeman/Brakewoman: Do you love trains, mountains, history, and talking to people? Are you a mature, reliable, enthusiastic, multitasking team player? If the answer is YES! to all of these, you could be a Cog Railway Brakeman or Brakewoman! You’ll be the point person ensuring a safe and positively unforgettable experience for many tens of thousands of visitors from all over the world. If you’re the kind of person we’re looking for, or if you know someone who is, please submit the form below.

Essential Duties and Responsibilities:

- Assume critical safety responsibilities in accordance with the rules and regulations, under the direction of the Engineer and

- Operate all train equipment safely and properly.
- As the eyes and ears of the Engineer, remain alert and adaptable at all times, under time constraints, operational pressures and unexpected situations
- As a principal public-facing member of the train crew and the Company, support an excellent customer service experience for our guests, at all times, both on and off the train
- Provide an engaging spoken narrative about the railway, Mount Washington, and the surrounding region throughout the trip.

- Remain positive, professional, and courteous at all times
- Proactively assist guests with boarding, ticketing issues and any other problems or inquiries.
- Assist other departments as needed including but not limited to: ticket scanning, cleaning, parking, maintenance shop, gift shop and kitchen

Job Requirements:

- Must be punctual and reliable.
- Must be comfortable riding on the exposed front platform of the coach, regardless of weather conditions
- Must be capable of operating all braking and other safety equipment on the coach
- Must demonstrate calm, confident leadership in stressful situations or with difficult passengers.
- must be capable of walking and working on rocky, uneven and very steep terrain in adverse weather conditions
- Must be an effective public speaker capable of delivering information in an engaging and confident manner.
- Must be available to work weekends, evenings and holidays
- Must successfully complete a supervised qualification process
- Must be able to take and pass a drug screening.

The Mount Washington Cog Railway provides all necessary training for this position. This is a seasonal job with a layoff at the end of our season.” - <https://www.thecog.com/employment-opportunities>

March 17th

Coös County Planning Board: Meets on the second Tuesday of the month at 4:30 p.m. at the North Country Resource Center, 629 Main Street, Lancaster, NH except when the second Tuesday falls on NH’s Town Meeting day. **AGENDA:** 7. Reporting of Approved Zoning Permits: No. 606 - Mt. Washington Railway Co., Thompson/Meserve Purchase on 2/10/26 - rooftop solar installation on maintenance facility

https://www.cooscountynh.gov/government/boards/planning_board/index.php#outer-430

March 27th

Mt. Washington Commission: The March meeting will be on Friday, March 27, 2026 - 10am at The Glen House, Gorham

Cog Clatter reports: “Next month the NH Natural Resources Department will submit a capital budget request for money to replace the aging fuel tank farm at the Mt. Washington State Park in the next funding cycle. The request will be made just ahead of an Environmental Protection Agency inspection of the tank farm this summer. The five tanks were installed 80 years ago and last inspected ten years ago at a cost of \$45-thousand dollars. Two tanks are no longer used, and there are no signs that any of the remaining tanks are actively leaking. However, the tanks need to be replaced at a cost of between \$2.5 and \$3-million dollars, and agency officials say the replacement won’t be quick. The Mount Washington Commission which oversees the park’s operations is worried this summer’s inspection



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tion could result in a “red tag” leaving the summit with no fuel for heat or back up power generation for the Sherman Adams building that is visited by hundreds of thousands of tourists each year. Commissioner Phil Bryce said “this is high stakes stuff” but necessary to meet the commission’s environmental concern for the 60-acre park at the top of New England’s tallest mountain. The EPA inspection will require the tanks be drained and then lifted out of their “saddles” to examine pitting where the tanks meet the concrete. However, that lift could disturb the tanks’ structure. The Commission is hoping the budget request will persuade either the EPA to continue the status quo OR the Legislature to find the money to “replace the tanks as soon as possible.” A draft final report from environmental assessment consultants, Tighe & Bond has been submitted. That document with the locations of endangered plant species redacted will be put up on the Commission’s web site next week for comments from the commissioners and the public. A final report will



Transmission Line would run from WPKQ Occupied space at NE corner of Yankee building, through the Basement area, and out the SE side. See Figure 2
From there it would be dug under Ground the shortest clear route Possible to the Armstrong tower area Where it can be attached to an Existing Ice bridge around the old generator building foundation to our Tower.



Figure 1

be issued in the fall after water and soil testing data is folded in. Townsquare Media that operates WHOM at the Summit outlined its proposal to relocate its transmitters into the Yankee Building, relocate their transmission line into a trench (left) to the so-called Armstrong tower, and take down their dilapidated and leaking, 22-year old transmitter building. John Richard told the Commission the first radio tower built by FM pioneer Edwin Armstrong needs to be highlighted more, and never taken down due to its historic significance. Townsquare doesn’t want their towers moved as their FCC approval is grandfathered into the current location.” - Cog Clatter - Sat, Mar 28,

2026

Minutes: “Master Plan - Summit Fuel Tank Status: Mr. (Albi) Fioravante gave an update on the fuel tank status. EPA inspections are due this summer and the tanks are due for replacement. Three out of the five tanks on the summit are being used for heating purposes. It is estimated that the tanks will cost 2.5 million to replace depending on if they are located above or below ground. Mr. Fioravante and Mr. (Patrick) Hummel confirmed that they are not currently leaking. Mr. (Seth) Prescott also confirmed that the tanks are inspected yearly and are not leaking. He went on to say that there is pitting in the area of the saddles and they will all need to be pumped out for the inspection. An inspection was done ten years ago and cost approximately 45 thousand. There was discussion about the need and benefit of an inspection costing tens of thousands of dollars if the plan is to replace the tanks as soon as possible. The report to the EPA from this inspection could lay the groundwork to obtain funding for tank replacement. Chair (Rob) Kirsch requested that DNCR send correspondence from EPA to the Commission. Mr. (Phil) Bryce commented that there is a concern for the environment on the summit and the tanks need to be inspected and EPA’s lead followed. The inspection status will help to accelerate and secure capital funding approval. Chair Kirsch agreed that the Commission would like to have the tanks replaced. *Steps on Commission Review of Mt. Washington State Park Assessment:* Mr. Fioravante gave a presentation on the Tighe & Bond assessment. The report will be considered to be in draft form until the data from groundwater and soil sampling that was specified in the Master Plan have been collected and integrated. The sampling will be done this summer. Data from the Natural Heritage Bureau (NHB) Ecological Survey Results was added to the report since the last Tighe & Bond presentation. Cost estimates for report recommendations were added as well. Conversation followed on prioritizing the report recommendations and establishing a timeline based on urgency. It was agreed that the fuel tank replacement capital budget request is a top priority. Sharing the report and comments was also discussed and it was decided to post the draft report online and request comments from the Com-

mission and the public. Between now and the April meeting, logistics of accomplishing this will be resolved. Commission comments will be sought, possibly by the May meeting. When the report is finalized it was suggested a presentation be made to the public. *Partner Reports. - Auto Road:* Mr. (Tobey) Reichert reported that work on the auto road will be resuming soon with spring coming. They are preparing for summer activities and are concerned that the cost of fuel may impact visitation. *Cog Railway:* Mr. (Ryan) Presby also has concern with the cost of fuel and especially diesel to run the train. There is support for the installation of solar panels on the shop. They are preparing for spring and the upcoming summer season. *Townsquare Media:* Mr. (Drew) Scammon introduced Mike Watson who will be replacing him upon his retirement this summer. Mr. Scammon's target retirement date is August 1, 2026. Mr. Scammon presented plans to consolidate transmitters into the Yankee Building and to tear down the WHOM building. The slides are attached as part of these minutes. He confirmed that no area that is currently undisturbed will be disturbed during this endeavor and that permit and lease responsibilities will be addressed. The timeline is as soon as possible and it was acknowledged that there is a significant amount of preliminary planning to do before this is started. The presentation is attached and incorporated into the minutes. *Public Comments:* Mr. (John) Richard asked why the infrastructure of the fiber communication/internet public corridor was left out of the scope of the Mt. Washington Summit Assessment report. He has concerns that a decommissioned fiber optic line still needs to be decommissioned properly. Mr. Presby replied that the corridor is on private property so was not part of the study and that the corridor is inspected yearly. Mr. Richard stated he submitted a public information request and was denied. The Commission asked that he contact the MWC with his comments and concerns on our comment email address

DNCR.MtWashingtonAssessment@dnrcr.nh.gov. Mr. Richard added that he was glad that the recommendation of replacing the Armstrong tower made in the 2018 report on the Yankee Building was not acted upon as that is a historic tower and in fact should be recognized as such. Mr. Lewis interjected that he has compiled a history of the summit of Mt. Washington which includes a section on Edwin Armstrong, an inventor who pioneered FM technology, and the tower on Mount Washington and will send this to Mr. Richard and the Commission.

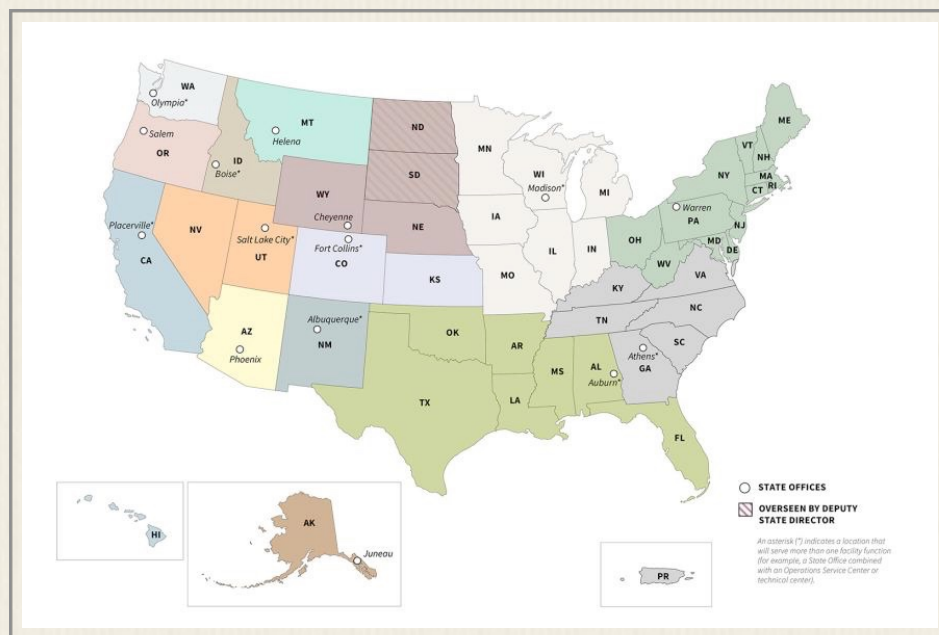
March 30th

Easter Bonnet: "Just a reminder, Coggers - we're running our normal Sunday schedule to Waumbek Station on Easter, this coming Sunday April 5. Trains run to Waumbek Station at 9:00, 10:15, 11:30, 12:45 and 2:00. - Mt. Washington Cog Railway FB page - Mon, Mar 30, 2026



March 31st

White Mountain National(?) Forest: "Today (3/31), the U.S. Department of Agriculture's (USDA) Forest Service announced it will move its headquarters to Salt Lake City, Utah, and begin a sweeping restructuring of the agency to move leadership closer to the forests and communities it serves. For an agency whose lands, partners, and operational challenges are overwhelmingly concentrated in the West, the shift represents a structural reset and a common-sense approach to improve mission delivery. The transition will occur in phases to



ensure continuity of operations and to give employees time and clarity as decisions are made. This effort is about moving capacity where it is needed most: in the field. Our forests and districts urgently need additional staffing and decision authority to better serve the public and care for our forests and grasslands. Moving our headquarters west and establishing a state-based model will bring senior leadership and staffing capacity closer to the majority of the 193 million acres of national forests and grasslands we manage, and to the communities confronting wildfire risk, forest health challenges, and growing recreation demand. We support our employees, especially those who may be asked to move, and will help them make the best decisions for themselves and their families.” New State Office for the White Mountain National Forest will be located in Warren, PA, 627 miles from the current Campton, N.H. location and cover the Mid-Atlantic/New England State Office including Ohio, West Virginia, Pennsylvania, Maryland, Delaware, New Jersey, New York, Connecticut, Rhode Island, Massachusetts, Vermont, New Hampshire, and Maine.”

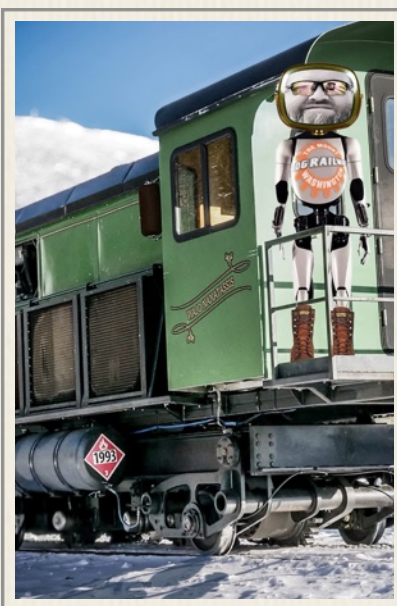
- USDA Press Release No.: 0049.26 / www.fs.usda.gov/about-agency/reorganization



April 1st

Cogbots!?: “We’ve been keeping this one under wraps, Coggers, but back in February, Mount Washington Railway Company chairman Wayne Presby (*left*), along with consulting engineer Al LaPrade, met with Tesla’s Elon Musk (you read that right: Elon-frickin’-Musk). The point of the meeting was to explore how Tesla’s Optimus robots, powered by a customized artificial intelligence, could help support the Railway’s operation. Wayne was all over that, but Al, looking skeptical, just crossed his arms. Fast forward to this past Saturday (3/28), when Musk returned to Marshfield with a pair of futuristic-looking black and white automatons.

In place of the Optimus robot’s standard heads, Tesla’s engineers had bolted on high-definition video displays. After powering up the robots from an app on his phone, the Railway logo faded in on both displays, along with the tagline “Powered By Tesla” and the sound of a steam whistle. Chills. Musk explained that he wanted to demonstrate how these devices could help relieve our train crews’ heavy workload. “We think we found a way to address safety concerns about replacing actual living, breathing people with robots, to bring trusted familiarity into the product by supplementing, not replacing, human effort.” He paused to let that sink in, then pushed a button on the app. “Voila!” Instantly, the VERY familiar faces of engineer Josh (Bishop) and brakeman DJ (*right*) appeared on the screens. Unbeknownst to Wayne and Al, the pair had been secretly recruited (and compensated) by Tesla to participate in the demo. They were both in remote locations - Josh, hunting coyote from a blind somewhere deep in the Great North



Woods, and DJ, on vacation in northern Italy. Musk explained the rationale behind such a revolutionary solution. “Everybody knows that technology professionals can work remotely from anywhere in the world, and everybody up here wants a piece of that,” he said, adding “Isn’t it about time that service, tourism and industrial workers enjoy those same perks? I think so, so when their train leaves for Waumbek later today, these two Optimus robots will occupy the engineer and brakeman positions. But Josh (*left*) will still have a job operating the locomotive. With the help of Starlink internet, he’ll manipulate the robot on his phone from that dank hovel in the woods. Through her robot, DJ will still be greeting passengers with a big smile as they board the train, briefing them on safety and narrating the ride, but today she’ll do it while sipping a frothy cappuccino on the steps of the Duomo di Milano. Think about what this means! The Cog will be helping to bring good paying work-from-home jobs to rural New Hampshire!” Wayne asked what would happen if none of this worked. Musk replied with his favorite, oft-repeated stock answer.



“Failure IS an option here. If things are not failing, you’re not innovating enough.” With that, Al had apparently heard enough. He had gone from designing systems for the US Navy’s nuclear submarine fleet to leading the development of diesel locomotives here at the Cog, but he wasn’t having any of this robot stuff. Masking a naughty word with a forced cough, he excused himself and walked away. We won’t tell you how the first trip with Robot Josh and Robot DJ turned out, you’ll have to come up and experience it for yourselves. But we did snap a few pictures of the happy “crew” and passengers before they went up the hill. We hope to see some of you up here soon - you really do have to see this to believe it!”

- Mt. Washington Cog Railway FB page - Wed, Apr 1, 2026

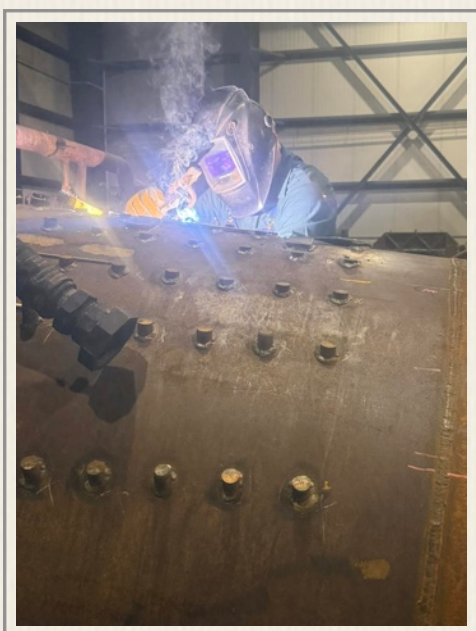
April 9th

White Mountain National(?) Forest: Reporter Kate Dario:

“Some local advocates and scientists are criticizing the closure of the Bartlett Experimental Forest in New Hampshire’s White Mountains, part of a broader nationwide restructuring of the U.S. Forest Service announced last week. The agency is shuttering about three-fourths of its 77 research stations and will move its headquarters to Salt Lake City, Utah. Research wildlife biologist Mariko Yamasaki, who retired from Bartlett in 2023, said the center offers invaluable insight on forest management practices that bolster timber harvesting, wildlife conservation and fire suppression. “We have a 90-year record of how vegetation has changed at Bartlett,” she said. “We can speak to things in ways that nobody else can do because nobody else does long-term ecological research and management research the way Forest Service research does.” The Forest Service said in a press release it was consolidating “to unify research priorities, accelerate the application of science to management decisions, and reduce administrative duplication.” Employees will be moved to new research sites (The home of the University of New Hampshire in Durham, is proposed for the Bartlett station), and the agency will now have a single research organization headquartered in Fort Collins, Colorado. “The transition will occur in phases. Employees will receive clear information about relocation timelines, available options, and resources to support their decisions,” a spokesperson for the Forest Service wrote in an email to NHPR. New Hampshire’s other experimental forest, Hubbard Brook, is not currently slated to close, though all research and development sites are “under evaluation,” according to the agency’s website. The restructuring will also close regional offices across the country and transition to a “state-based organizational model.” For New Hampshire, this means there will be a central office for the Northeast in Pennsylvania.”



- Dan Tuohy / NHPR photo



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- New Hampshire Public Radio - Thu, Apr 9th, 2026 at 3:57pm

April 10th

Helpful Weld: “Helping our friends at Mount Washington Cog Railway get ready for the season!” **Kevin Madore:** “Looking forward to seeing steam on the mountain once again.” **Andrew Gilmartin:** “Great work Brian keep it up!” **Mark Spremulli:** “Hopefully one will be ready for late May”

- Maine Locomotive & Machine Works FB - Fri, Apr 10, 2026

April 11th

Crew Orientation: “Good Saturday afternoon, Coggers! FYI, when you see this many mugs wearing Cog gear sitting in the same room at the same time, it can only mean one thing - Train Crew Orientation! And when the crews are back, that can only mean one other thing - the 2026 Summit Season is right around the corner! Trainmaster/ Asst. GM Andy Vilaine and General Manager Ryan Presby (right) convened the confab at Marshfield this morning to get everyone fired up for our 157th





Summer/Fall season hauling visitors up to the top of New England. We still have a couple of weeks left for winter trips to Waumbek Station, but the Main Event kicks off on Saturday, May 2, with 2 hour pre-season summit roundtrips leaving the Base every 90 minutes. It will still be winter at 6288-feet so dress for it! And the Mount Washington State Park Visitor Center up top won't officially open until Memorial Day weekend, but we'll keep your heated train up there with you for shelter. Pre-season at the summit is a terrific way to beat the crowds and see things from a beautifully different perspective, so book your trip today. Remember - the sooner you buy the less you'll pay!"

- Mt. Washington Cog Railway FB page - Sat, Apr 11, 2026

April 14th

Kenison's Passing Noted: "The cog railway mourns the passing of Charley Kenison who died on Friday, April 10, 2026. He is a legend in the historical journey of the Mount Washington Cog Railway. He first went to work at the railway when he was 14 as a dishwasher. He attended the Springfield Community College studying electronics and graduated with high honors in 1971. In 1973 he joined his father "Chub" Kenison working in the railway maintenance shops. In 1974 he left the railway and didn't return until 1996 when Wayne Presby hired him as the General Manager. He continued as the General Manager until 2014. From 1996 to 2014 Charley Kenison really made his mark on the Cog's operations. Teaming up with Al LaPrade he was responsible for some of the greatest innovations in the history of the railway. Under his tutelage the railway saw the development of new switches, diesel locomotives, the construction of the Waumbek passing loop, expansion of the passenger

coaches, the building and installation of new rack for the entire line, numerous improvements to the operational safety of the railway rolling stock, and incredible improvements to the railway's reputation and future success. He was one of the most motivated, intelligent and forward-thinking general managers the railroad has ever had and his accomplishments will be legendary. We will miss his quick smile, wit, and willingness to offer assistance and guidance even after he retired. He will be greatly missed by all who knew and worked with him. In keeping with his wishes, there will be no services but he would like you to donate to the Danny Baker Fund (PO Box 9, Fitzwilliam, NH 03447) or directly to Adam Dubriske for The Drillyard project (<https://account.venmo.com/u/Adam-Dubriske>) both of which were prominent projects of his later years." **Coggers Comments:** **Faith Bencosky-Desjardins:** "(It) as expected, Martha (his daughter with Linda) was with him when he passed & he finally at peace. There is no service planned & no obituary will be done, as of this writing (on April 11 in message to the Teague girls - Margie, Fanny & Anne.) As a bit of time passes it is our hope that a celebration of life will be held at the Cog as he spent so many years there & was so much a part of all



the changes that took place.” **Tommy Bonnet:** “Charley was a great guy, I’m glad I got the chance to work with him. Keen sense of humor too” **Fred Willey:** “Proud to have known him. Rest in peace Charlie” **Tom Fillion:** “Charley was definitely a legend! I knew him and his father back in the day. Sorry for your loss.” **Brian McMinn:** “Sylvie McMinn and I send our condolences to you, Donna Kenison, the rest of family. I worked eight cog seasons for him and two winters.” **Dave Moody:** “A great man, gone way too soon” **Jonathan Hively:** “When I first came to the Cog in 1974, I was about to be let go after two weeks of hard work at the base. Charley was Trainmaster that year. He saw me down at the shop cleaning the area and said to me, ‘I’ve been watching you busting your butt down here for the last two weeks. Would you like to work on the trains?’ I said, ‘Charley, that’s why I came here!’” He told me to put the rake and the shovel away and follow him. He led me back up to Marshfield and put me on the coach with Mr. Robert Callahan to be trained as a brakeman. Thus he launched me on my Cog journey. I will never forget him.” **Becky Cooke:** “So sorry to hear this. Charley was a great human. He will be missed. Glad to have known him. Donna, my heart goes out to you.” **John F. Kurdzionak:** “So sad to hear about this. Charley took me to Fabbyan’s the night that I qualified (1996), and bought me my first-ever Boilermaker. I’ve only ever had a couple of them since then, and haven’t had one in at least 20 years.... but I always thought of him when I did. As for his humor, he knew I was in the clock repair business back home and he would tell me that he was very happy, for my sake, that there was a letter ‘L’, in clock!” **Art Poltrack:** “A true Cog Legend. His enthusiasm and knowledge was endless. He will be missed by many. RIP my friend.” **Dan Kenly:** “He used to pinch my hip” **Greg Freeman:** “Great memories of a good man. He was a helluva COGGER. He did it all. Proud to have worked for him back in the 90’s upon my return. Really enjoyed times with Charlie and Donna in the Chalet and local gatherings. Sad to see this post ~ SKIP” **Tom Norcott:** “I was Charlie’s brakeman for a while in the late 60’s - he was a great man & made a difference” **David Huber:** “Charley was a great mentor to so many new coppers. He was instrumental in me becoming a fireman and engineer. He will be missed, especially his smile a unique laugh.” **Morris Root:** “And Charley was a great ‘apprentice.’ I had the privilege of working with him as he learned firing and engine operations.” **Gunnar Kenison:** “Charley gave our son Erich Kenison a go as a brakeman right out of high school. We were distant relations.



Have followed him for some time. We will miss his post and wish the family sincere condolences.” **Art Poltrack:** “And Erich is one helluva brakeman!” **Paul Forbes:** “RIP my friend” **Huston Jacobs:** “He was the best, most knowledgeable and agreeable person who I ever worked with back in 1972, 1973. Great guy.” **Shannon Nguyen:** “He is up there with my brother Keith Farias who passed in 2019. I know my brother loved working for ‘The Cog’” **Andy Vilaine:** “The loss of a true visionary. RIP Charley.” **Sue Suitor:** “He was definitely one of a kind!!! You will be missed sir!!” **Laura Penniman Barrett:** “My condolences to Donna and his family. RIP Charley. You will be missed!” **Karen Capach Dietlein:** “He was an amazing leader. Firm, quick witted and kept everyone safe.”

Dave Moofy: “Sad to see him gone, way too soon for such a good man.” **Jon Sykes:** “God’s speed Charlie” **Tom Doyle:** “R.I.P. Charley: You will be missed. My heart is broken to hear of your passing. You welcomed CogArazzi Photos to The Cog Railway.” **Melanie Harding:** “He was a good boss, always pleasant and kind. I enjoyed working with him. I really enjoyed working there!! Close to 15 years! My condolences to his family.” **David Brenner:** “A great friend and classic cogger” **Mark Rockwood Senior:** “Rip charlie” **Eric Cunningham:** “I knew Chub, a quiet master” **Jonathan Hall:** “Very sad news - he was an inspiration to me, his love of the mountain was unparalleled, thank you, Charlie” **Dave Kurz:** “The quid essential cogger. Hard not to mention the cog without Char-





lie's name being mentioned! He holds a special place!" **Denise H Bilquin:** "RIP, Charlie, My condolences to his family and friends." *The Public Weighs In: Virginia Johnson:* "Thank you for all you did over the years. You definitely left your mark in the state you loved." **Patricia King Chartier:** "My sincere condolences for his families loss and the great loss the Cog Railway." **Heidi Holman** "Who knew our paths would cross with the rail and the butterflies outside of little Fitzwilliam. You will be missed everywhere and all around" **John Starkey:** "Very sorry to read this sad news. R.I.P. Charlie" **Warren W Disbrow:** "My condolences to his family and friends. He was a very giving person who never asked for anything in return. RIP...." **ChrisWaystack:** "I am so sad to hear of his passing. A true rockpile legend.

Sounding one long mournful wail on the whistle. Clear signals the whole way." **Susan Lary:** "My condolences to the Cog Railroad and to his family and friends in Charlie Kenison's passing." **John Robinson:** "So sad to hear this news. Charlie showed amazing patience with me as I tried to regulate safety on a railroad I knew next to nothing about. He and Dave Moody made my inspection visits the most memorable times of my 20+ year career with NH DOT. Wonderful man." **Tina Marie Ward:** "The loss of Charlie is a huge loss for the North country and his family and all who knew him." **Bill Storch:** "Men like this are hard to find anymore with the age of EXTREMISM we are in where it's 'gimme, gimme, I want, I want it now.' Real job dedication and customer service are gone as well as civility, respect, and common sense! RIP Charlie you are with God now." **Sarah Jean Vance:** "He was an incredible man, he surely will be missed. He had a smile/smirk you'll never forget. Condolences." **Lorri Downs:** "What a nice tribute. Thank you for sharing his story." **Audrey Halcott Otka:** "A huge loss for the mount Washington cog railway and his family. Men like this are getting harder to find. Sincere condolences to his family and all who knew him." **Elizabeth Diaz:** "Love you guys. Haven't been home in 4 years- last time I came home and we had tickets there had been the bad storm that tore up the roads, and you guys took my husband and I alone up the mountain as far as we could go. And it was beautiful, and we always will remember that very special ride. You guys are the best." **Rich Moscatelli:** "Sorry to hear!! Only went up the cog once but remember seeing him there all the time ..r.i.p" **Roxanne Colby:** "I am so sorry, everybody for the loss. I remember talking to him when I was up there. Awesome person i mean. Very, very sorry for your loss to the family and friends and everybody else that had got the chance to talk to him, he was an awesome guy" **Linda Smith:** "Yup, that's a Jefferson raised kid for you! That statement is coming from a Jefferson raised girl who went to school with Charley for the first eight years. I have known Charley and his family my entire life. This tribute to him is so true and accurate. I am deeply saddened by this news. Prayers and words of condolence to his family, friends and loved ones! Rest in Peace Charley. You did good Charley you did good! As one of the sons of that small town in N.H. you did Jefferson, 'The Cog' and New Hampshire proud!"

- Mt. Washington Cog Railway FB page - Tue, Apr 14, 2026 / See Kenison bio in Vol. 2 Roster for rest of his story

Coös County Planning Board: Meets on the second Tuesday of the month at 4:30 p.m. at the North Country Resource Center, 629 Main Street, Lancaster, NH https://www.cooscountynh.gov/government/boards/planning_board/index.php#router-430

April 17th

Mt. Washington Commission: The April meeting will be on Friday, April 17, 2026 - 10am - Cog Railway Service Shop, Mt. Washington, NH - *Minutes:* Chair (Rob) Kirsch called the meeting to order at 10:11 a.m., with a quorum present. A privileged discussion involving the Commission members and Mr. (Chris) Aslin/ MWC counsel was held immediately prior to the meeting. Jitney Jr asked about the Commission's non-meeting held prior to this meeting. Mr. Aslin confirmed that the nonmeeting complies with the Right to Know law as well as voting on the nonmeeting. Chair Kirsch noted that a vote relating to the privileged non-public discussion would take place under the other business portion of the meeting. **OTHER BUSINESS** Non-meeting vote: Mr. (Phil) Bryce made a MOTION to proceed with the matter discussed immediately before this meeting in privileged session with counsel. Mr. (Howie) Wemyss **SECONDED** the MOTION. Rep. David Paige **ABSTAINED**. All in favor, MOTION APPROVED. (Ed note: The matter discussed was never explained but assurances were

given that the public would like it.) *Summit Fuel Tank Status:* Mr. (Seth) Prescott gave an update on the fuel tank status. The commission gave approval for fuel tank testing. The funding for the sampling and inspection has been allocated and request for bid will going out next week. DNCR is preparing a capital budget request (*totaling \$3-million*) for the tank replacements. Discussion followed on maximizing (*current*) funding by closing the unused tanks and testing only the tanks that are in use. Mr. Prescott will reach out to DES on this strategy. *State Park Report & Operations:* Mr. (Patrick) Hummel reported that the road is clear to the summit for now and that the park is currently preparing for the upcoming season. (*“The mountain is out wicked fast”*) *Observatory Extreme Mount Washington Museum Funding Request.* Mr. (Drew) Bush spoke on the request from the Mount Washington Commission Restricted fund for the attached Extreme Mount Washington Museum funding request. The request is mainly for the shared interpreter position and the related MWOBS work with docent support. The request also covers funding for weather instruments and other materials and supplies needed to engage the visiting public. The Observatory also obtains part of their funding from fundraising. Mr. Wemyss made a MOTION to move \$6,187.01 from the Mount Washington Commission Restricted fund for the purpose of fulfilling the Extreme Mount Washington Museum Funding Request; SECONDED by Mr. (Ryan) Presby; The motion was APPROVED unanimously. *UNESCO World Heritage Site Designation:* Chair Kirsch updated the Commission on the World Heritage UNESCO designation status. The commission is in process of going forward with the process of getting on the Tentative List for UNESCO designation through the federal government with support from Sen. (Jeanne) Shaheen (D-NH)’s office. The designation is a long multi-year process and this would be the first step. If this world class designation succeeds it would benefit the summit and the north country’s regional economy. Rep. Paige made a MOTION to pursue being placed on the World Heritage UNESCO designation Tentative List. SECONDED by Mr. (Tobey) Reichert. Extensive discussion followed. Mr. Wemyss explained why he would be voting no. His explanation included that he did not think the mountain could not handle the volume of visitors the designation may bring. He also thought the chance of success would be slim and would like to have the National park service person who is familiar with this to come to the Summit and give their opinion. Mr. Bush said that a site could be on the Tentative List for a long time and that the timing is good now to get on it while Sen. Shaheen is still in office. Mr. Presby suggested that the carrying capacity of the park should be reflected in the Mount Washington Assessment. Vice Chair (Chris) Ellms made a MOTION to call the vote. Nine votes yes, one vote no, MOTION PASSED

April 20th

UNH Cog “Bumblebee” Poster Update Posted: The COG Railway Electric Multipurpose Vehicle 2025-2026 poster created by the students (*Mitchell Hauser, Zachary Beardsley, Jesse Franklin, Wyatt McLaughlin & Matthew Yates*) continuing to work on the new electric “speeder” for the Mount Washington Railway is posted on the University of New Hampshire. Abstract: The vehicle utilizes dual truck assemblies for uphill propulsion and downhill braking. The drive truck incorporates and electric motor, traction gearing, and cog-drive engagement to deliver sufficient torque for ascent, while the brake truck utilizes and oil-shear braking system designed to provide controlled deceleration under high load and quickly, if necessary. A modular flatbed superstructure enables multi-use functionality, including maintenance, transport, and emergency response. A MATLAB simulator was developed to model vehicle performance under real-world operating conditions. This tool allows for informative design decisions and energy consumption, thermal behavior, and operational feasibility. The results from this simulator and eventually the vehicle will help prove that a battery-electric solution is viable for cog railway applications, offering reduced emissions, lower noise, and improved operational efficiency compared to the current fleet of diesel engines. Future work entails subsystem and control system integration, and full-scale field validation to achieve a service-ready vehicle.



Mitchell Hauser (2026)
- LinkedIn profile



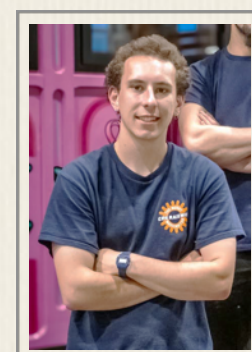
Zachary Beardsley (2026)
- LinkedIn profile



Jesse Franklin (2026)
- LinkedIn profile



Wyatt McLaughlin (2026)
- LinkedIn profile



Matt Yates (2026)
- MCRR Photo



COG Railway Electric Multipurpose Vehicle

Matthew Yates, Wyatt McLaughlin, Jesse Franklin, Zach Beardsley, Mitch Hauser
Project Manager: Caleb Gross UNH Advisor: Professor Ivaylo Nedyalkov



Department of Mechanical Engineering, University of New Hampshire, Durham, NH 03824

Introduction

Design and validate the **world's first fully battery-powered cog-driven vehicle**.

With grades of up to 37%, Mount Washington is home to the second-steepest cog railway in the world, as well as some of the coldest and windiest weather conditions on earth, presenting a uniquely demanding environment for electric vehicle development.

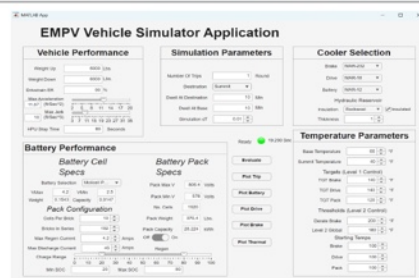
Vehicle metrics:

- Vehicle weight under 6,000 lbs dry
- 12 mph to full stop in under 1.5 seconds
- Ascent time under 15 minutes
- Weather resistant components and structure

Project Long-Term Goals

- Reduce emissions and noise compared with diesel equipment Support the railway's long-term electrification goals
- Provide a multi-use platform for maintenance and emergency response
- Demonstrate the feasibility of battery-electric operation on extreme grades

MATLAB Vehicle Simulator



- Calculates accurate physics of mountain trip with real-world track data.
- Models speed control, motor torque demand, and direction-dependent loading on the drivetrain.
- Supports multiple battery chemistry options and allows for implementation of test data.

Mechanical Design Highlights

Down-Mountain Drive Truck



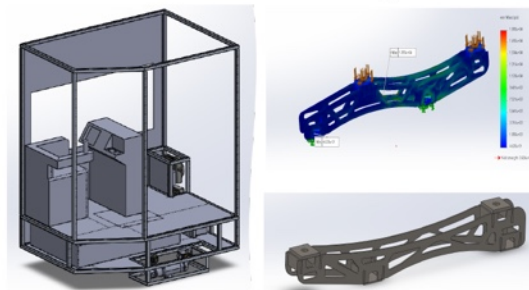
- Electric drive truck for uphill propulsion
- Assembly of traction motor, gear reduction hardware, and cog-drive components
- Capable of 227 HP @ 145 ft-lb of torque

Up-Mountain Brake Truck



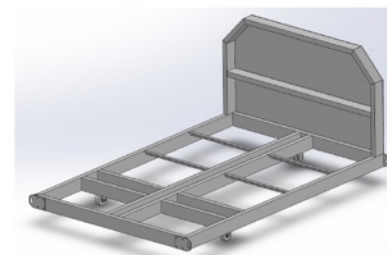
- Custom Force Control oil-shear brake
- Utilizes the fluids viscosity to create a shearing force between the friction discs and drive plates
- Chain-driven flushing system providing 30 GPM cooling flow

New Cab and Subframe Design



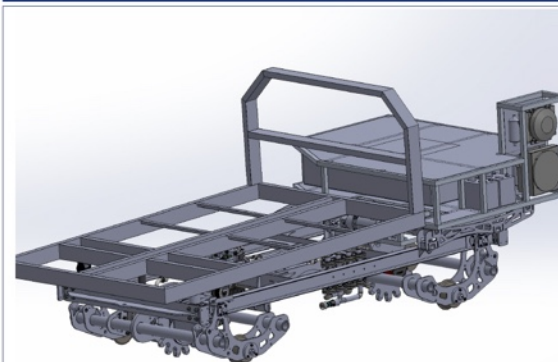
- Redesigned cab structure for improved packaging, visibility, and operator protection
- Integrated with the vehicle subframe and overall EMPV chassis layout
- Reduced subframe weight with Solidworks Simulation

Flat-bed Superstructure



- Flatbed design for maintenance, transport, and multipurpose service
- Modular superstructure mounting on the main vehicle frame
- Open payload space for tools, equipment, and operational flexibility

Current Solidworks Model



- CAD model of the EMPV platform, combining the truck assemblies, chassis, cab, and flatbed superstructure into a single vehicle layout
- Critical in determining the mechanical interactions of components and visualization of final prototype

Project Status and Future Work

- Major subsystems have been designed and integrated into the EMPV architecture
- The UM and DM truck assemblies have been designed, drafted, and fabricated
- The MATLAB simulator is guiding future battery, thermal, and performance decisions
- Rolling chassis and truck assemblies have been fabricated and stand on Cog infrastructure
- Future work will include integration of control and subsystems for a service-ready vehicle

Fabricated Components



Current Rolling Chassis on Shop Rails

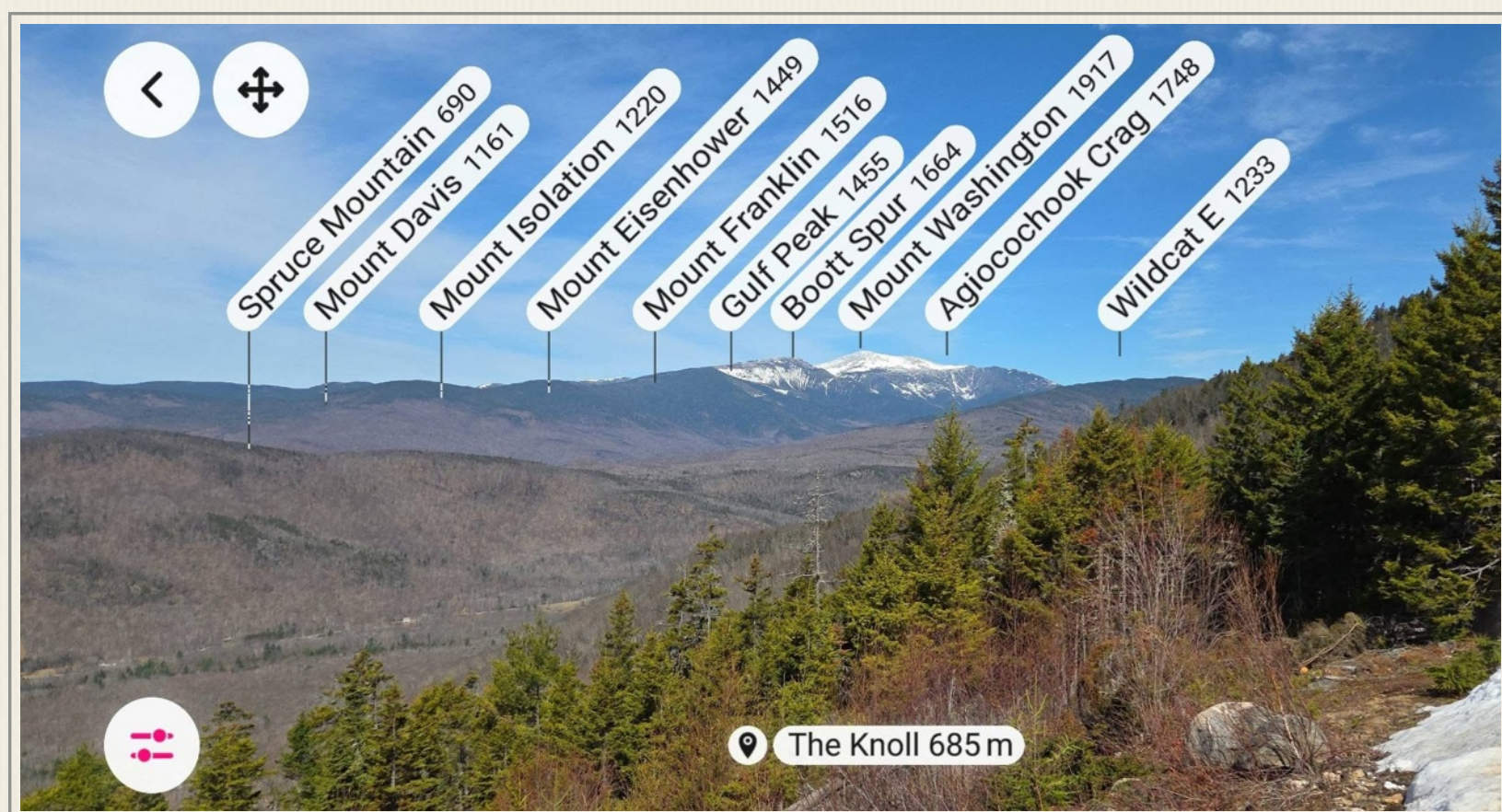


DM Drive Truck (Electric motor/inverter and gear reduction system)

UM Brake Truck (Oil shear brake, hydraulic reservoir, and flushing pump)

Acknowledgements

- Mount Washington Cog Railway Management
- Caleb Gross for project support, and design collaboration
- University of New Hampshire Department of Mechanical Engineering, Ivaylo Nedyalkov.
- Industry partners and suppliers who contributed technical input to battery and subsystem development, including Notchland Energy and Lion Technologies



*From the Southeast: The view last Saturday (4/25) morning from the summit of the Black Mountain Ski Area in Jackson N.H. (2026)
(Photo by Steve Yenco / courtesy of The White Mountains of New Hampshire Facebook page)*

April 30th

A Pinnacle for a Peak: Molly Rains reports “Australia’s Great Barrier Reef, Egypt’s Great Pyramids, Arizona’s Grand Canyon ... and New Hampshire’s own Mount Washington? At their April meeting, the group of institutions that steward the Northeast’s tallest mountain voted, 9-1, to take a preliminary step toward pursuing UNESCO World Heritage Site designation for the peak. The process may take years to decades, but if it is successful, Mount Washington could become the first site in New England to rank on the internationally recognized list. The possibility requires unique considerations, commission members said, including the need it would create to manage increased visitation that is already straining the summit’s alpine ecosystem and infrastructure. Commission member Howie Wemyss, the sole “no” vote, said he objected over concern about the mountain’s ability to bear more traffic. The commission has also yet to settle on a plan to engage with the region’s Indigenous people on the topic.

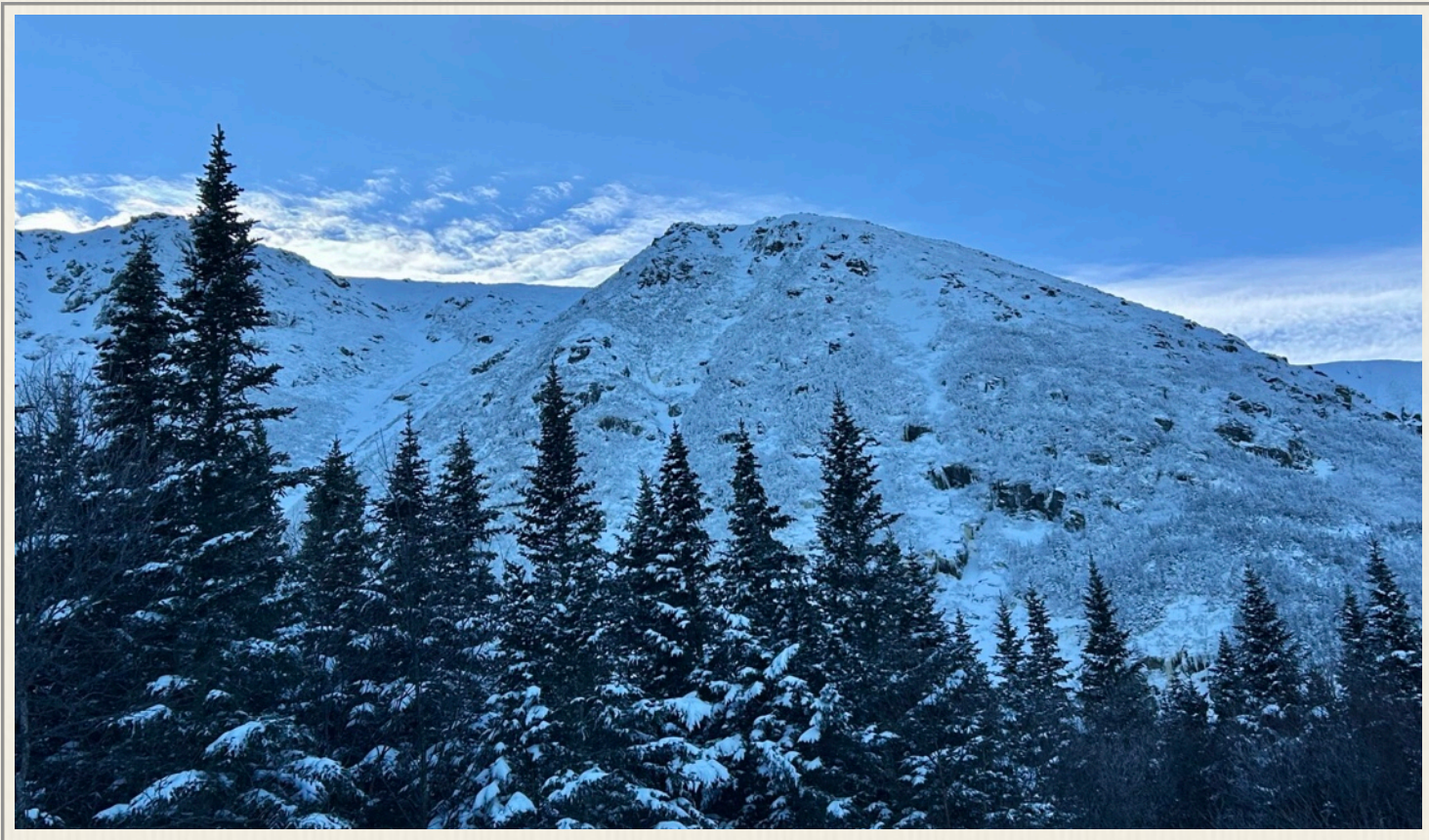
The process will be long and complicated, said Mount Washington Commission Chair Rob Kirsch. But he believes the designation would be a boon for the mountain, bringing in not only more visitors but also more funding to invest in making the peak more resilient to traffic. Kirsch said he sees the application as a chance to showcase the wonder of Mount Washington at a grander scale. “It will lead to an improved experience for people, generally,” Kirsch said. “It will give the state something to really be proud of.” The World Heritage Site list is the United Nations Educational, Scientific, and Cultural Organization’s, or UNESCO’s, influential database of places around the world that it says have “outstanding universal value to humanity.” As of April 28, the list contains 1,248 sites across 170 nations. Twenty-six are located in the United States, including the Grand Canyon and multiple other national parks, the Taos Pueblo adobe settlements, and Philadelphia’s Independence Hall, where the Declaration of Independence and Constitution were signed. A property must meet at least one of 10 criteria to be considered for World Heritage Site status, according to UNESCO. A site may apply, for example, if it hosts “a masterpiece of human creative genius” or if it is associated with ideas, art, or literary works of “outstanding universal significance.” An “outstanding example of a traditional human settlement” may be eligible, as could a site that bears “unique or at least exceptional” evidence of a cultural tradition or unique way of life. Areas that contain the “most important” natural habitats for threatened species, or that boast exceptional scientific value, may be eligible, too; the list goes on. Mount Washington could invoke several categories in its application, including one for sites that “contain superlative natural phenomena or areas of exceptional natural beauty and aesthetic importance.” There are many steps before Mount Washington could potentially be added to that list. The motion approved at the April 17 meeting of the Mount Washington Commission was the first: At that meeting, the commission approved pursuing “Tentative List” status for the mountain. One site is se-

lected from that national list each year for submission to the United Nations World Heritage Committee. There are currently 17 sites on the U.S. Tentative List.

To move ahead, the application must receive support from the federal government. The commission has engaged with federal officials, and U.S. Sen. Jeanne Shaheen has been supportive of the project, commission members said. In fact, they said, the idea originally came from Shaheen's office. "Mount Washington's unique natural environment, scientific significance and rich history deserve global recognition," Shaheen said in a statement to the Bulletin. "I am proud to support the Commission as they work to have our region's most iconic peak designated a UNESCO World Heritage Site." From here, Kirsch said, the process may take decades. UNESCO designation typically boosts visitorship to a site, and proponents generally point to the associated regional economic boost as a benefit of the status. "World Heritage Sites attract international tourists and scientists. Communities can benefit in many ways if they provide amenities," reads a U.S. Fish and Wildlife page on the application for Georgia's Okefenokee Swamp. But the list has also been criticized as contributing to over-tourism that can degrade sites or harm the communities around them. While it can boost public awareness of a place, there is no funding attached to the status itself. Rep. David Paige, a Democrat from Conway, made the motion to pursue "tentative list" status for the mountain. He said he did so because Mount Washington needs to find new ways to access funding and because UNESCO status would boost the feeling of pride that New Hampshire residents have in the peak. "What we have to contend with here is this is an extremely challenging site to maintain. ... I think it will open doors to additional possibilities for funding that could help us with the preservation and improvements that are really needed up there," he said. The Mount Washington Commission is guided by a 2022 master plan for the mountain's stewardship and conservation. In November 2025, the commission reviewed preliminary results from an assessment conducted as part of that plan, showing that crowds and climate change were large factors in the strain on the summit's delicate natural environment and aging infrastructure. With significant investment, the summit could readily accommodate significant crowds, said Kirsch, who is also an environmental lawyer, former weather observer at the Mount Washington Observatory, and a member of the observatory's board of trustees. It's not clear yet where the money for those investments will come from, but Kirsch said he hoped the UNESCO designation would help. "You can bring as many people as you want to Mount Washington as long as you make sufficient infrastructure investment to protect the environment," he said. Wemyss was less confident. He interpreted the master plan, he said, to mean that environ-



Ice coats instruments, buildings, and rock fields atop Mount Washington. The peak's extreme weather is one reason members of the Mount Washington Commission say they are seeking potential UNESCO World Heritage Site status for the peak. (2026)
(Photo by Charlie Peachey, courtesy of the Mount Washington Observatory)



*The lower slopes of Mount Washington as viewed from Hermit Lake Shelter, just below the bowl of Tuckerman Ravine. (2026)
(Photo by Molly Rains/New Hampshire Bulletin)*

mental protection should take precedence over boosting visitation, and said he wanted the commission to focus on stewardship before directing efforts to the pursuit of UNESCO status. Wemyss has worked on Mount Washington for decades. (He and Kirsch first met in the 1970s, when Kirsch was at the observatory and Wemyss was leading tours on the Auto Road.) The commission is still waiting for more results from the summit's environmental assessment, but Wemyss said he was concerned by his own observations of environmental degradation at the peak. "You can't continue to bring more and more people to a very small piece of real estate and not expect to have degradation of some sort," he said.

However, having formerly worked as general manager of the Mount Washington Auto Road for three decades, Wemyss said he also understood that the businesses operating on Mount Washington would benefit from UNESCO designation. The for-profit Auto Road and Mount Washington Cog Railway each have a representative on the commission; Wemyss once held this role for the Auto Road, though since his retirement he now represents the public. "I understand the conundrum of the for-profit entities wanting to make more money, sell more stuff, sell more tickets, get more people to the summit of the mountain," he said. "I understand that, but ... I'm leery of doing that without proper controls or protections in place to take care of the mountain." Kirsch said the boost to visitation would not affect the environment if the commission adheres to the guidelines laid out in the Master Plan. Rather, he said, the investments he hopes designation would help secure could help prevent any danger from overcrowding and ensure the mountain's environment is protected. He added that the benefit of UNESCO designation would go beyond the businesses operating on the mountain — which include the Mount Washington Auto Road and the Mount Washington Cog Railway — to boost others throughout the North Country. "The whole North Country, Coös County, probably to the adjoining Maine and Vermont counties will all benefit if we get more international visitors," Kirsch said. Another unknown in the process is whether the international committee will see fit to rank Mount Washington among other wonders of the world. Kirsch and Paige said the peak's singularity was undeniable. The mountain's history is rich, Kirsch said. The Mount Washington Cog Railway was the first mountain-climbing cog railway in the world; the modern global banking system is the product of a convention that brought delegates from 44 nations to the Bretton Woods Mount Washington Hotel, at the foot of the mountain, in 1944. The Mount Washington Auto Road had "many firsts" used in its construction, Kirsch said, and there is also the famed Mount Washington Observatory, where a 231-mph gust in 1934 set a record that would stand for more than 60 years for the fastest wind speed ever recorded on Earth. There's also the pure beauty of the 6,288-foot mountain's crags, glacial gulfs, and tumbling evergreen forests. "It really is, in my opinion, a global treasure," said Paige. "... The natural wonder and the historic resources are really one of a kind. So I think it's deserving."

A missing piece of the puzzle at the commission is information about how Indigenous groups with ties to Mount Washington feel about the possibility and use of the site. The Mount Washington Commission does not have a thorough understanding of the cultural importance of the mountain and its precolonial history, Kirsch said. UNESCO calls for Indigenous people with ties to a site to be involved in the selection of sites before they are placed on a nation's Tentative List, and for them to be engaged "in good faith" in the process of a site's application. States should obtain "free, prior, and informed" consent from institutions representing Indigenous groups before moving ahead, their website states. Kirsch said the commission has been engaged for multiple years in discussions about how to incorporate Indigenous perspective in their general operations. He pointed to the Mount Washington Master Plan, which among dozens of action items directs the commission to research the summit's significance to Indigenous people and incorporate "features sensitive to such significance" into future updates at the summit. But the commission has stumbled in its efforts to identify who to consult on this topic, Kirsch said. While multiple groups of Indigenous people inhabit and have traditional claim to the land within New Hampshire's borders, no group in the state is currently recognized by the state or federal government. "In this particular corner of New Hampshire, it's very difficult to determine who has the right to speak for Indigenous people," said Paige. Kirsch said the commission's current plan was to consult with representatives of Odanak First Nation, an Abenaki First Nation recognized by the Canadian government whose historic homeland stretched through New Hampshire and Vermont and some of whose members currently live in those states. A representative of Odanak First Nation did not immediately respond to an inquiry from the Bulletin to whether they had been in communication with the Mount Washington Commission. Meanwhile, Kirsch said,

Thinking About Mount Washington? Go Now



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Now's a really good time to ride the Cog Railway to the summit of Mount Washington, New England's highest peak. Midweek trips in May & early June are noticeably less busy, making for a more relaxed experience. It's just over the NH border and well worth the trip. Use code VTSPRING6 to save a few dollars (Sun. - Fri., not Sat. or Memorial Day wknd).

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*Front Porch Forum Advertisement (2026)
Seen in Danville FPF newsletter - May 10th, May 15th, & May 17th*

tions the nation needs to continue adding sites to the World Heritage Site list remain intact. And though Shaheen is not seeking reelection, Kirsch said he was confident that other legislators see the value of Mount Washington and would support the application going forward. The process will involve learning, stakeholder engagement, and conversations, Paige said. "There's a lot of due diligence to follow," he said. "... This is the beginning of a process which, at any time, we may determine, you know, the juice isn't worth the squeeze. I'm hopeful it is." Kirsch said he's aware the application process before the commission is long. If it stretches on like applications have for other American sites, he joked, he may be in his 90s by the time the mountain is recognized. But he has high hopes for the positive effects that working on the application could have in the meantime. "Mount Washington has given me more in my life than I could really refer to," he said. The process of discussing UNESCO designation has already boosted pride and collaboration among mountain entities, Kirsch said. And even if designation is never awarded to the mountain, he believes the process will continue to generate rewards. "I feel so fortunate," he said. "... I'm thrilled at this prospect, and thrilled at the ability that it has to bring lots of entities together to concentrate on something positive."

- [newhampshirebulletin.com/2026/04/30/the-pinnacle-for-a-peak-commission-sets-sights-on-unesco-recognition-for-mount-washington/](https://www.newhampshirebulletin.com/2026/04/30/the-pinnacle-for-a-peak-commission-sets-sights-on-unesco-recognition-for-mount-washington/) / New Hampshire Bulletin - Thu, Apr 30, 2026

there is also uncertainty about whether the tenuous relationship between President Donald Trump's administration and the United Nations would complicate an application for UNESCO recognition. Trump has ordered the withdrawal of the U.S. from dozens of United Nations organizations that he said undermined America's independence, such as the World Health Organization and the United Nations Human Rights Council. But for now, Kirsch said, it seems the connec-

May 1st

Merrimack ICE Investigation: Paul Feely reports “An investigation “found no evidence” the former commissioner of the state’s Department of Natural and Cultural Resources Sarah Stewart (*left*) was aware of interest by Immigration and Customs Enforcement (ICE) in buying a warehouse in Merrimack or that a Right-to-Know request on the matter was submitted until a news release on the topic was issued. The state’s Department of Justice and Division of Personnel released an executive summary of the findings of the investigation Friday (5/1). The American Civil Liberties Union of New Hampshire issued a release on Feb. 3 after submitting a 91-A request for information about ICE contacting the state about the logistics of acquiring the warehouse to house hundreds of immigration detainees. The investigation found Benjamin Wilson, director of DNCR’s Division of Historical Resources, was aware of ICE’s submission as multiple staff members mentioned the matter to his deputy, who raised it to Wilson. “Director Wilson nonetheless failed to elevate it to former Commissioner (Sarah) Stewart, despite an awareness of media coverage regarding ICE and reporting that ICE was looking to open a facility in Merrimack,” investigators determined. “Director Wilson was also aware of the



ACLU’s 91-A request to his Division. He similarly failed to elevate that request to DNCR’s internal general counsel, external counsel at DOJ, or former Commissioner Stewart. Stewart resigned as commissioner of the state’s Department of Natural and Cultural Resources in February at Gov. Kelly Ayotte’s request, after documents were shared by the ACLU-NH showing ICE notified state officials as early as Jan. 9 of their interest in buying a 300,000-square-foot warehouse (*below*) at 50 Robert Milligan Parkway in Merrimack, just north of the Nashua border and adjacent to the F. E. Everett Turnpike, that could be repurposed by the Department of Homeland Security as a U.S. Immigration and Customs Enforcement facility with up to 600 beds. The *Washington Post* reported on Dec. 24 that ICE was eyeing an unnamed site in Merrimack, as well as 15 other locations across the U.S. for processing sites. ICE also had plans for seven

larger detention sites for 5,000 to 10,000 detainees in other states. The governor’s office said it was unaware of the communication prior to the ACLU-NH sharing the documents in early February. In late February, Ayotte announced DHS would not be moving forward with any plans for an ICE facility in Merrimack. The NH DOJ & Personnel Division report said “While there is no indication that these (*communications*) failures were due to nefarious intent on Director Wilson’s part, the failure to elevate occurred despite efforts by former Commissioner Stewart and others at DNCR to regularly seek information from Director-level leaders on sensitive or otherwise important issues. Director Wilson’s response to the 91-A request was also deficient in several respects.” The in-



*An image of the Merrimack, NH warehouse the Trump administration proposed to turn into a processing center to hold immigrant detainees. On Feb. 24, Gov. Kelly Ayotte announced the plan will not be implemented (2026).
Provided to NH Union Leader by the Department of Homeland Security*

vestigation determined Wilson responded to the ACLU-NH's 91-A request "lightning-fast" — the same day it was received, without notifying Stewart — because he "wanted to clear his desk to get to a birthday dinner." The report includes several suggestions for DNCR operations moving forward, saying the department should develop a policy for handling routine and non-routine requests for information and a centralized method of responding to 91-A requests, and at the very least for non-routine requests. The report also says DNCR should formalize reporting requirements and "foster a culture of communication." "DNCR leadership should immediately formalize written communications to all Division heads and other leaders, if not to all employees, concerning employees' responsibility to make their supervisors aware of potentially sensitive topics or issues in their work, and leaders' responsibility to share those communications with others, including the Commissioner."

- Manchester (NH) Union Leader - Fri, May 1, 2026



Summit Season: "Tomorrow's the BIG DAY, Coggers- our 157th summit season kicks off on Saturday, May 2 at 9:00, with later trains following every 90 minutes until 3:00. The Mount Washington State Park visitor facilities are not quite ready to open yet, so we'll keep your nice warm train up there with you for the slightly abbreviated layover. If you've never experienced late winter conditions at the top of New England, you'll be in for an unforgettable treat- and you'll beat the summer crowds to boot! Pre-season schedule, tickets and much more at thecog.com."

John Dean: "Can we bring our skis?" **Shelly Barnhart Soudes:** "Can't wait until next month when I get there"

Wayne Vrooman: "It's a beautiful ride to the summit!" **Amy Barra-**

clough: "My favorite thing to do in New England" **Daniel Day:** "That is an awesome picture!" **Christopher Barry:** "And on such a lovely day LOL" **Edward Matson:** "Gonna be cold" **John Sweeney:** "Edward - nahhhhhhh." **Barbara Tying Smith:** "I go up at least once a year. It never gets old." **William Howard:** "Awesome event for people who love to ride the Cog Rail Road to the summit"

- Mt. Washington Cog Railway FB page - Fri, May 1, 2026

May 12th

Coös County Planning Board: Meets on the second Tuesday of the month at 4:30 p.m. at the North Country Resource Center, 629 Main Street, Lancaster, NH - *Minutes:* Update on the Master Plan Proposals: Chairman (*Mike*) Waddell provided the Planning Board with an update on selecting the firm for the updating of the Master Plan. One bid was higher than the other by half of the cost. The committee agreed to select Tara Bamford for the project. The other first noted that since it was not selected for the master plan it was not worth the travel to continue attending planning board meetings. After the Chair discussed the matter with the County Administrator and Commissioner, he contacted Tara and inquired if she would continue with the Coös County Planning Board to assist with the Master Plan and Planning Consultant. Mike Ouellet noted that Tara had assisted with the Town of Colebrook's master plan and she did a great job. The County Administrator inquired if Tara would be able to provide a transition pertaining to her retirement. Tara replied that she has reduced the number of clients but plans on keeping Coös as a client until the end. Tara reviewed the master plan proposal and noted that there were two prices. One in the amount of \$34,335 which includes two optional workshops with stakeholders. The other \$29,390 with no workshops. The workshops were not necessary, but the stakeholder survey is a must. The Board agreed to move forward with the two workshops. A motion was made by Representative (*James*) Tierney, seconded by Marc Tremblay to approve the master plan proposal in the amount of \$34,335 which includes two optional workshops with stakeholders. The motion was approved unanimously. Tara noted that she planned on attending the June 9, 2026 meeting to go over the scope and start talking about stakeholders and survey. The Chair asked Tara to verify the status of the digitized maps offered by Fish & Game. The Board agreed and authorized Tara to approach Fish & Game regarding the digitized maps. **Tara Bamford's contract:** The County Administrator noted that the prior contract reflected Tara's assistance with the Balsams and The Cog. The updated contract reflects assistance for all projects. A motion was made by Representative Jim Tierney, seconded by Tom McCue to approve the updated contract with Tara Bamford. The motion as approved unanimously. The Chair amended the contract to read May 12, 2026 instead of April 1, 2026 and signed the contract."



May 15th

"Somewhere Under the...": Good morning Coggers! What a way to start the day (*left*), courtesy of engineer Fred! Pre-season summit trains leave Marshfield Base Station every 90 minutes today, from 9:00 to 3:00. **Michael Skelly:** "Amazing picture Engineer Fred!" **William Howard:** "Awesome rainbow photo" **New Hampshire Vacation Guide:** "Beautiful!" **Art Poltrack:** "Would like great with the 2 or 9 in there too!" **Mary Ramsay Batterton:** "magnificent"

- Mt Washington Cog Railway FB page - Fri, May 15, 2026

Mt. Washington Commission: The May meeting (*next page*) on Friday, May 15, 2026 - 10am - White Mountain National Forest Headquarters, 71 White Mountain Drive, Campton. *Cog Clatter* report: The Mount Washington Commission was told Friday (5/15) that state park employees were on a "full court blitz" to get the Sherman Adams building open for Memorial Day weekend. Park manager Patrick Hummel said they were working around Auto Road repairs to get supplies to the 6,288-foot summit of Mount Washington. The Auto Road and the Cog Railway have already begun hauling their share of the 250 to 400-hundred thousand visitors expected this year. The wide range is due to the fact no one knows exactly how many people visit the park. The Auto Road and the Cog keep track, but the actual number of hikers over Appalachian Mountain Club trails is unknown. That's a problem as the Commission tries to determine the mountain's "carrying-capacity" to maximize the state park experience while protecting the peak's arctic environment. Each visitor is an environmental threat as carries four seeds of a non-native species into Mt. Washington's alpine zone on their shoes. State biologist Phil Nichols says the problem has been around since 1874 with dandelions being the most easily understood invader. Dandelion greens harvested near the Lizzie Bourne monument appeared on the Summit House menu in the summer of 1905. These days teams of volunteers set about each year to remove the non-native invasive plant from the alpine gardens. The Commission suggested trail counters be installed on routes entering the state park but far enough away to not count train passengers and auto road riders wandering about. Angst over an impending EPA inspection of an 80-year fuel tank farm and its possible closure has subsided. The bid for the project was to be issued next week while testing of the Yankee Building's water well was contracted at roughly \$15-thousand dollars. Commission chair Rob Kirsch reported no progress can be made



Happy Friday: "This morning's (5/15) rainbow at work" **Konrad V. Gaetjen:** "Wasn't that cool, it started with no visible sun too." **Steven Meagher:** "Cool photo" **Selim Uzuner:** "Wow, a view from the top of a rainbow! Rare" **Lynn Krajewski:** "What a gorgeous photo" **Melody Cassio:** "Beautiful, you have some gorgeous sites, God's beauties." **Linda Rondeau:** "Ohmygoodness" **Deborah Jancek:** "Looks like snow still on the ground!" **Tom Doyle:** "Hope u found the pot of gold." (2026)

Photo by Josh Bishop via Facebook / Comments on Terry Burton FB page



on obtaining a UNESCO World Heritage Site Designation for Mt. Washington until the feds reorganize after changes by the Trump Administration and Elon Musk's DOGE team. That means New Hampshire's US Senator Jeanne Shaheen, who suggested seeking the designation, will be out of office when or if it happens. It also became clear the Trump Administration's April press release announcing the reorganization of the U.S. Forest Service was misleading. The release said the new State Office for the White Mountain National Forest will be located in Warren, PA and the forest research station in Bartlett would be closed with work shifted to Durham. White Mountain National Forest supervisor Derek Ibarguen said the reorganization was further up the food



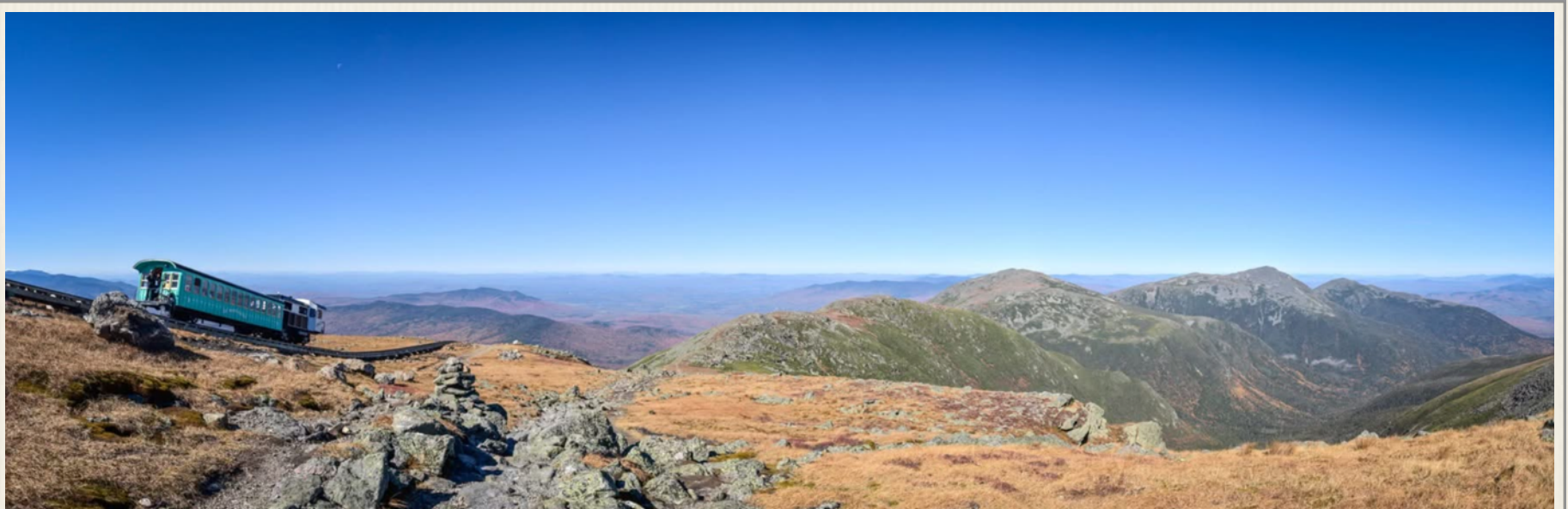
chain - the current Campton office would remain open and the Bartlett research station plan has been reconsidered. The results of a privileged discussion involving the Commission members and Commission lawyer Chris Aslin held immediately prior to the panel's April meeting remains under wraps. At the close of the April meeting, Phil Bryce made a motion to "proceed with the matter discussed immediately before this meeting in privileged session with counsel. Howie Wemyss seconded the motion. Rep. David Paige ab-

stained. All remaining members voted in favor, MOTION APPROVED." Chair Kirsch says the matter is still not available for public review with no timeframe for its release.

May 22nd

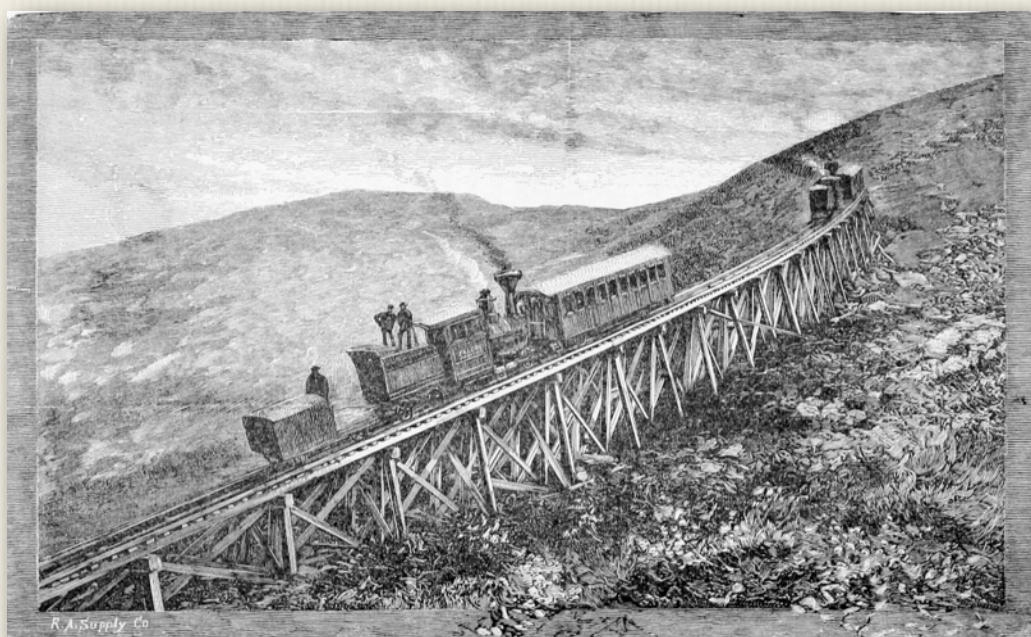
Sherman Adams Open: Our 157th summit season kicks off tomorrow, May 23, with hourly departures from Marshfield Base Station beginning at 9:00am. The Mount Washington State Park visitor facilities up top are officially open and ready for ... visitors!!"

- Mt. Washington Cog Railway FB page - Fri, May 22, 2026





It has always been PUSHED up the grade for safety. Furthermore, where is the coal tender? There were other Mt. Washington Railways in PA and CA but this looks like a demented A-I effort of imagination ...Interesting but only because it is so wrong. May I suggest going to jitneyyears.org so you can actually see what the Cog looked like back in the day.” **Art Poltrack:** “This is ai generated” **Jitney Jr.:** “Art - that would be my guess.” **Art Poltrack:** “Ai is a little behind the curve here. (right an image of the new electric speeder found by Art)” **Jitney Jr.:** “Here’s an etching (below) of Cog loco *Falcon* with passenger car and baggage car on Jacobs with Burt’s Ravine beyond



years ago was much different than image posted. Jes' sayin' ” Boisvert replaced the AI MW 6 tow image with the *Falcon* etching. **Mike Boisvert:** “Thanks for the clarification and for sharing the resource. You’re absolutely right that the Mount Washington Cog has historically pushed the passenger cars uphill for safety, and I appreciate the historical detail. It looks like the image may have been mislabeled or possibly AI-generated based on vintage rail imagery. Either way, I definitely value accuracy when sharing White Mountain history, so thank you for pointing it out and for the recommendation to check out *Jitney Years*. I’m going to change the picture.” **Jitney Jr.:** “Mike - thanks for the

May 26th

Cog A-I: The image at left appeared on the Pemi Valley Hikers Facebook page in a post by Thornton, N.H. digital creator Mike Boisvert with this explanation: “White Mountain history moment: the early days of the Mount Washington Cog Railway, when steam locomotives slowly climbed above treeline toward the summit of Mount Washington. Hard to imagine what that ride must have felt like over 100 years ago.” **Jitney Jr.:** “Mike - Where did you find this image because it is NOT the Mount Washington, NH Cog railway? At no time has the passenger coach been PULLED up the mountain.



in 1899 from the *Here and There in New England* web page. As you can see the actual configuration of a Cog train a hundred

Thinking About Mount Washington?

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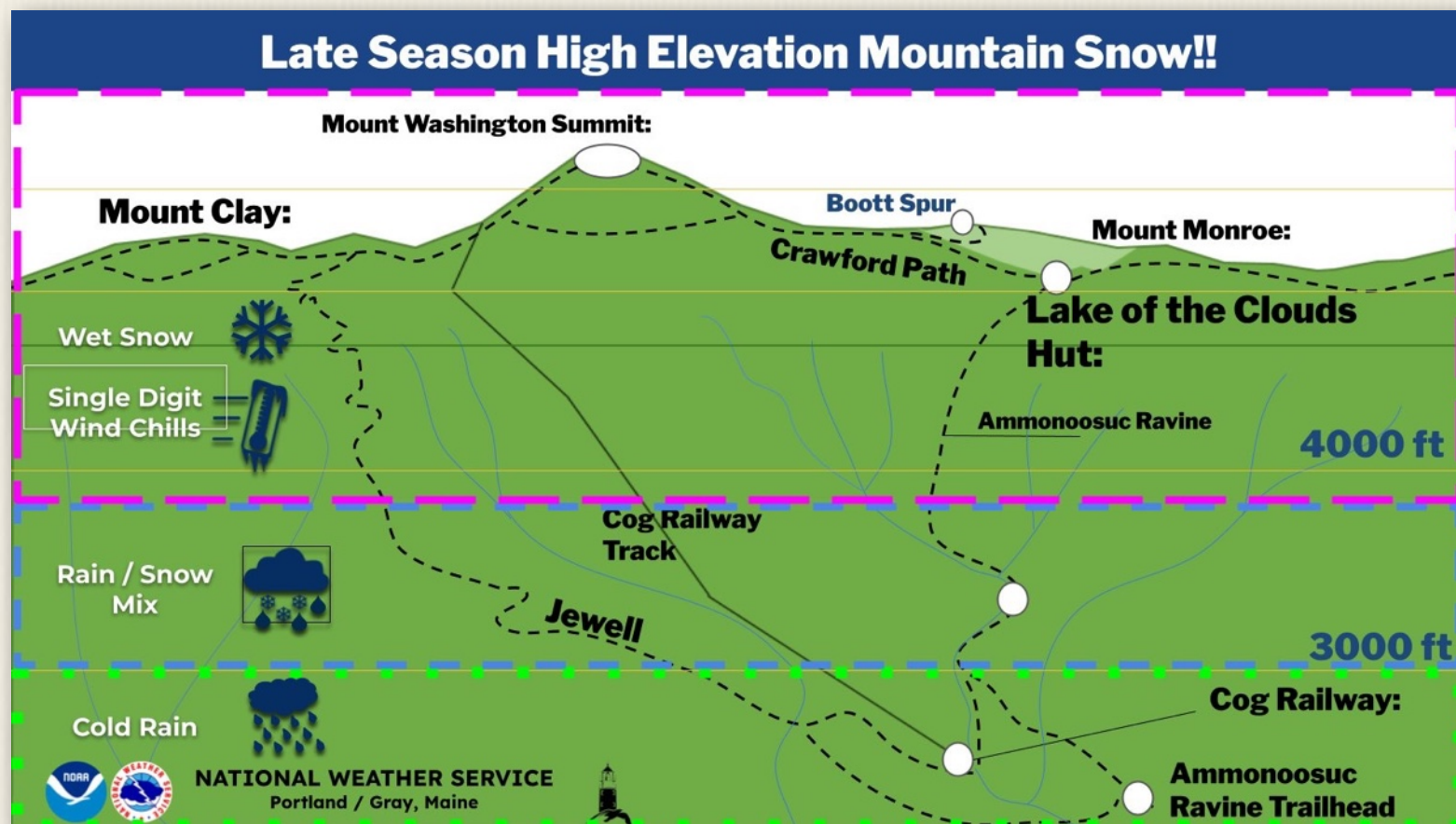
Now's a really good time to go. Cog Railway trips to the summit are running, and midweek trips in May & early June are less busy. Just over the NH border, worth the trip. Use code VTSPRING6 to save a few dollars (Sun. - Fri., not Sat. or Memorial Day wknd)

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Front Porch Forum Advertisement (2026)
Ad Seen in Danville FPF newsletter - May17th & May 28th

2026

correction. I'm still interested in where you found the first image. **Mike Boisvert:** "Thanks for reaching out, and I appreciate the correction. You were absolutely right — the image was an AI-generated rendering that inaccurately depicted the Mount Washington Cog Railway. I should have caught the operational details you pointed out, especially the fact that the coaches are pushed uphill rather than pulled. The image itself came from an AI image-generation tool rather than a historical archive or authentic source. I shared it too quickly without properly verifying its accuracy, so thank you for helping set the record straight. I also appreciate the *Fitney Years* reference — I took a look and it's a fantastic resource."



May 28th

Seasonal Weather Warning: "Memorial Day has come and gone, but that doesn't mean that summer is here just yet. A late season storm is expected to bring cold temperatures and some accumulating snow to the mountains, especially across New Hampshire, Friday (5/29) into Saturday (5/30). Above 4000 feet will be mostly snow, with a mix possible down as low as 2500 feet. Below that a cold rain is likely. If you plan on visiting the mountains, make sure you are prepared for winter-like conditions."

- US National Weather Service Grey, Maine Facebook post - Thu, May 28, 2026

May 30th

"May 30th blast...": Brakeman Terry Burton let's folks know what the original Memorial Day weather is like on the Mountain.

Katrina Brooks:

"Crazy" **Warren**

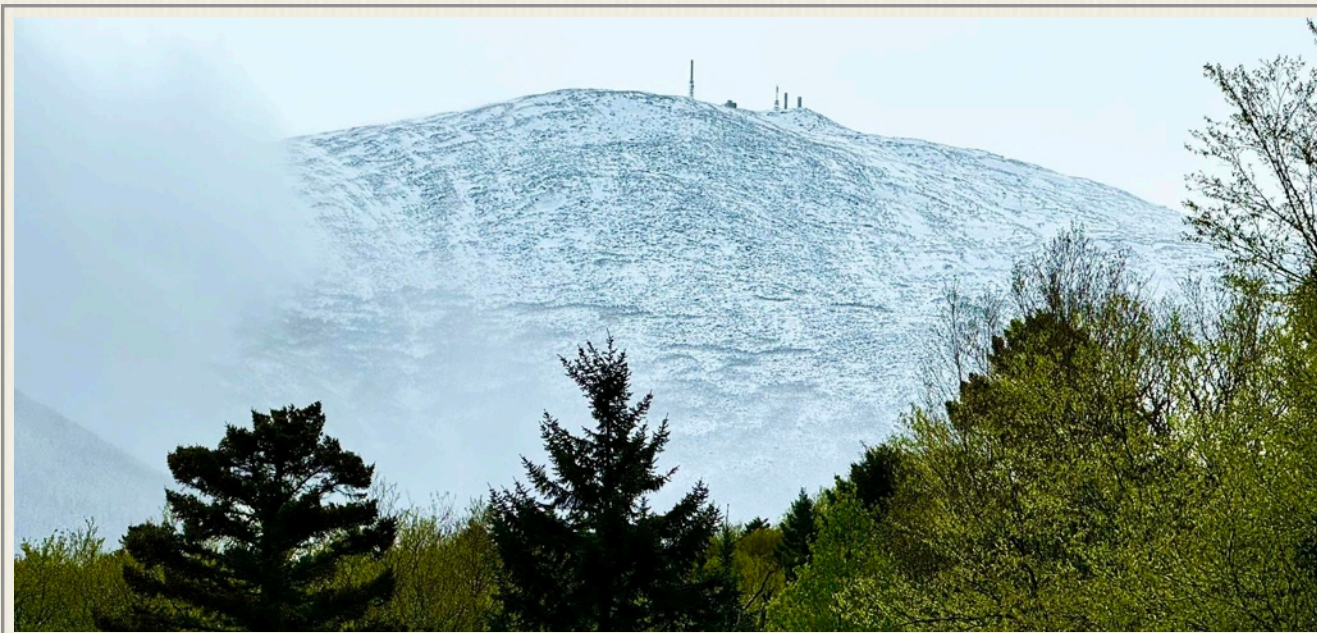
Leary III: "Lafayette is looking a little white also."

Jean B Cushing Akers: "I went up to Sugar Hill to see Mt Washington and Lafayette !! A cool windy Day .OK Win-

ter Walking!! Nice photos!!" **Twin**

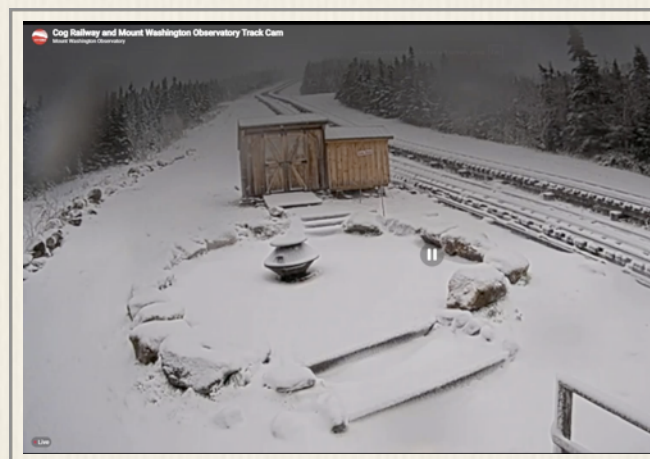
Mountain-Bretton

Woods Chamber of





Commerce: “Live from Waumbek Station at the CogRailway! Yes, it's snowing right now and several inches of accumulation are expected in higher elevations. If you're exploring higher terrains today be prepared for full winter conditions, high winds and snowfall. The Mount Washington Cog Railway is operating today so you can experience this for yourself! Or enjoy the summit from home by viewing our web



cams page on the TwinMountain Bretton Woods Chamber of Commerce page.” **Art Poltrack:** “I'm so glad June is right around the corner...”

Snowology Weather & News: “This little storm is looking better and better and may pack quite the punch in the Whites. Currently we expect 12"-18" on Mount Washington and about 8"-12" at Wildcat, and probably 6"-8" around Black Mountain which is the sweet spot for this storm...” **Mt.**

Washington Auto Road: “We are OPEN today, Saturday May 30th! Road crew has been hard at work clearing road surfaces ... busy working on the upper mountain all day today! We have cleared the lanes to the Summit, the sun is shining, and the road is drying out. In some areas, we experienced snow drifts between 3 and 4 feet deep! Come experience the winter wonderland the mountain has to offer!”

- Facebook - Sat, May 30, 2026



June 1st

Cog Property Changes: Cogger Allen Haggett posts pictures (right & next page) of “Property developments are underway at the Mount Washington Cog Railway in 2026, including significant upgrades such as the mainline track, steamer washout pits, and access roads under the shuttle and mainline tracks.





Additionally, all new customer parking lots are being constructed.” **Ken Holland:** “Nice!” **Tom Eymann:** “Looks great!” **Allen Hagggett:** “New steam train washout pit & access for machinery under the tracks - steam train will be able to be serviced on both shuttle and mainline.” **Icky Scales:** “Very nice!!!! My shins will be happy that the rebar is not sticking out of the washout pit anymore.” **Art Poltrack:** “Few things beat a nice ash pit.” **Dave Moody:** “Keep the steamers in the shop so the road doesn’t fill up with lousy cinders !” **Poltrack:** “Dave - Everyone knows this is 2026 and there is now cinderless coal used in the steamers!” Left unsaid on the Facebook page - the death of a young moose that was walking along the tracks inspecting the new work and fell into the pit. Cookie Sodergreen reportedly got the carcass for his freezer.



- Mt Washington Cog Railway: We Worked There FB - Mon, Jun 1, 2026

June 3rd

NH Day: “It’s 603 Day, Coggers, the annual appreciation and celebration of all things

New Hampshire! Last year, we were honored to help Governor Ayotte kick off her first 603 Day tour of the State with a sunrise trip to the summit of Mount Washington! This year it’s your turn- tickets are on sale now for three unforgettable sunrise trips to the summit: July 24, August 14, and September 12. Seats will sell fast for these trips... choose one of the three dates listed above.”

June 9th

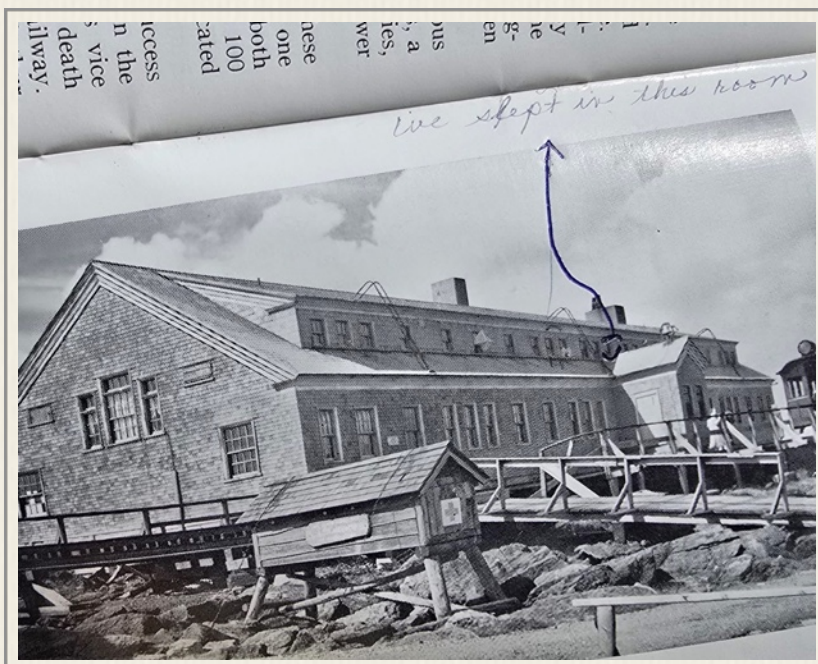
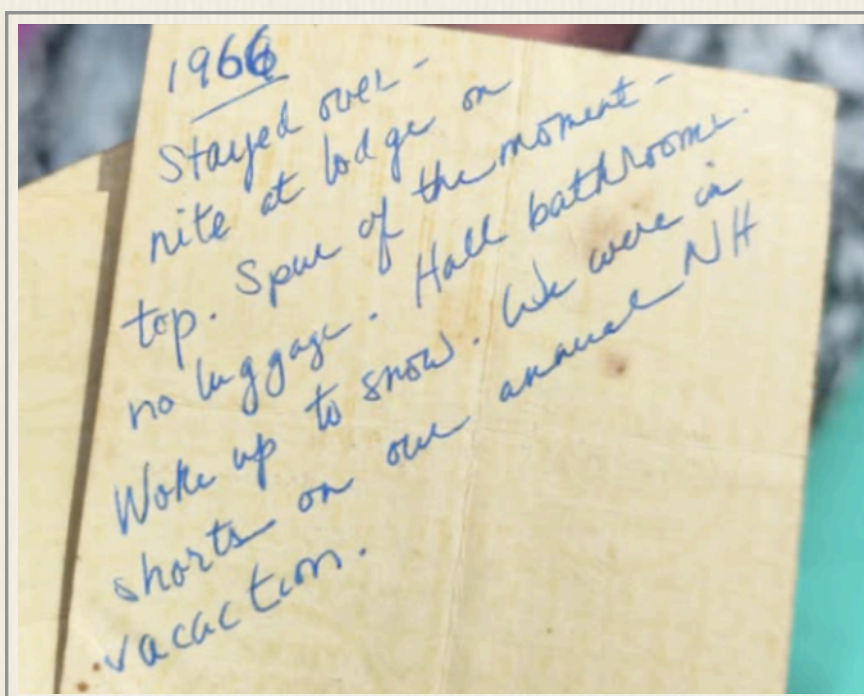
Coös County Planning Board: Meets on the second Tuesday of the month at 4:30 p.m. at the North Country Resource Center, 629 Main Street, Lancaster, NH - Tara Bamford / Master Plan: Prior to the continued discussion of the Master Plan, Tara reported that she is still working on updating the zoning maps with Jake and Granite/UNH. Tara distributed copies of the following to the Planning Board members: Work Plan; Stakeholders List & Survey. Tara will work on the profile while we conduct the survey. She cannot



write up the introduction without feedback from the survey. It is time to make updates to the master plan in more detail. Mike Ouellet stated that there are three groups that need to be reached: landowners, people who use the unincorporated places for recreation and the lease holders. While reviewing the proposed survey, the following were suggested: Include which unincorporated place is referred to; Ask the duration of their stay, how long, and how often they visit; #4 should include motorized outdoor use; #6 Any new concerns? Mike Cote inquired as to where did the current board stand on the master plan. Chairman Waddell replied that there was very little activity for many years. An environmental lawyer from Maine wrote the original document. The value of the land has changed over the years. The Board is well balanced. Tara noted that the zoning ordinances have been modified over the years. County Administrator Brady noted that the Board attempts to balance conservation and business interests as evidenced by its decisions on The Balsams, The Cog and the Summit Road. He noted there is more activity in the Unincorporated Places from twenty-five years ago and this is reflected in the Sheriff's department budget, which does more enforcement. Representative Tierney noted that the Coös County population has decreased but the traffic population has increased tremendously. He suggested that the survey be sent to each member of the town selectboards and maybe even the schoolboards. Tara noted that an amazing job was done in creating the original maps and documents. Chairman Waddell asked if there should be flood maps for the Unincorporated Places. County Administrator Brady noted that the County was developing a hazard mitigation plan which is reviewed by FEMA and will be adopted by the Commissioners at a future meeting. Chairman Waddell concluded that the revised survey at the next meeting. Tara will work on a distribution list.

June 10th

Karen's Big Night in '66: "Today we met a very nice lady (right) named Karen Doolittle who, 60 years ago, rode the Cog up to the summit with her parents. The family spent the night at the Summit House without realizing that they would be among the last overnight guests enjoying that historic hospitality- deteriorating conditions in the building resulted in overnight accommodations being curtailed at the end of the 1966 season. Nonetheless, the experience left a lifelong impression on Karen, and today she was back for a return journey to the top of New England! Along for the ride were some artifacts saved from her 1966 adventure - a souvenir pennant, a booklet showing the Summit House, and the family's train tickets, one of which containing handwritten notes describing everything they saw and did. Great



memories- thanks Karen!!" **Janet Lyman:** "Impressive and so special she's giving it to you or brought it along to show you for your collection." **Deb Roy Bringman:**

2026

“Very cool slice of history! How lucky was Karen and her family!” **Barbara Napolitano**: “That’s awesome! What a great adventure!” **Lynn Grant Stevens**: “Wow! Wonderful story!!” **Angie Rietheimer**: “Very cool” **Theresa Clare**: “Thank you for sharing”

- Mt. Washington Cog Railway FB page - Wed, Jun 10, 2026

June 12th

Mt. Washington Commission: The June meeting will be on Friday, June 12, 2026 - 10am - MWObs Offices, N. Conway. The meeting was being moved as June 19th is the federal Juneteenth Holiday. *Cog Clatter* reports: “DNCR staffer Albi Fioravante told the Mount Washington Commission Friday (6/12) the state has a tentative low bidder on the water testing contract for the State Park. It came in under \$25-thousand dollars, with a final report due in October. Fioravante said bid documents for testing of the old fuel tank farm at the summit will be offered in ‘the next few weeks.’ State park director Patrick Hummel says the summer season is off to a ‘very slow start’ with ‘significantly lower visitor numbers’ this year. Hummel also reported a recent lightning strike caused havoc, knocking out a fuel pump and water pump and some summit partners’ operations. Tobey Reichert says the auto road attendance is up ‘a little bit’ and has seen a ‘fair amount of Canadians, but that country’s Consulate General has made it clear Canada is still angry with the Trump Administration’s treatment of our norther neighbor. Ryan Presby of the Cog Railway says ridership is better this year than last and is hoping for a good summer. Townsquare Media’s plans to move its transmitters into the Yankee Network building has run into a roadblock. The powerline the radio group currently uses does not go to the new location, and plans to replace the existing leaky transmitter building are back to square one. The solution will be up to the group’s new representative to commission as the commission meeting at Mt. Washington Observatory in North Conway was Drew Scamman’s last. He retires at the start of August.



June 23rd

Josh Bishop Boiler Sales: “Steam engine boiler -\$10,000

Lancaster, NH - Location is approximate
Seller information

Josh Bishop

Listed 8 hours ago in Lancaster, NH

Details

Condition

Used - Fair

Mount Washington Cog Railway Steam Locomotive Boiler from Engine 9. Built by Hodge Boiler Works in 1986. The locomotive has re-



ceived a new Boiler and this is a rare opportunity to own a piece of Cog Railway history! Asking \$10k obo will entertain trades” A check on July 10th found the boiler was now offered at \$5,000.

- Facebook Marketplace - Tue, Jun 23, 2026



June 26th

Sunrise Trains Offered: “Heads up, Coggers, and set your Mr Coffee timers to zero-dark-30. We’re all rolling out of the sack before the birds for the 2026 SUNRISE EXCURSIONS to the summit of Mount Washington! You heard right- for 3 early mornings this summer, July 24, August 14, and September 12, we’ll be ringing the boarding bell BEFORE the crack of dawn and climbing to the summit under starry skies to watch the sun come up behind the lakes and mountains of western Maine. Tickets are on sale now, but if you’re interested, don’t hesitate- we sold out quickly for each of the sunrise trips last year.” **Michelle S Stevenson**: “Yay!!! Just got my tickets! I’m so excited excited!” **Karen Griffin Padon**: “Wish I was there!” **Alan Abbett**: “I did the September trip late year fantastic!!!” **New England Fall Foliage**: “Is there



Michael Thompson: *I'm in a random breakfast spot east of Lubec, Maine on my way to Prince Edward Island and there is this cool painting of the 2. This artist signed it, it was painted one week before the accident (in 1967). I spoke with the owner of the cafe, whose father was the artist."*

Kevin McKinney: *"What a great find! Thanks."* **John F.**

Kurdzionak: *"Very cool, Mike."* **Paul Forbes:** *"I like it!"*

Steven Comeau: *"Nice!" (Jun 26, 2026)*

- Mt. Washington Cog Railway: We Worked There FB page

Medical Center in Lebanon. The hiker, identified as Thomas Charland, 24, from Sainte-Foy, Quebec City, QC, suffered serious injuries, but not considered life threatening. He had been hiking with 3 other companions, and is very lucky to survive the fall he took. There have been multiple rescue calls on the Huntington Ravine Trail so far this spring and early summer. Huntington Ravine Trail is not a trail for every day hikers or people who are not prepared with ropes and climbing gear and proper footwear. The upper section is a dangerous cliff climb and should not be listed as a "hiking" trail. Fish and Game and SAR volunteers have responded to dozens and dozens of stranded or injured hikers over the years who either don't do proper research about the trail, choose to ignore the signs outlining the dangers, or simply don't care. This trail should be avoided at all costs. There are warning signs at both ends letting hikers know. Failure to adhere to these signs will result in a bill if a rescue response is required. F&G's response to this rescue was paid for with monies from the NH Hike Safe Card and the Search & Rescue Fund. No hunting, fishing, or trapping license fees are used for search and rescue missions in NH.

- <https://www.facebook.com/NewHampshireOperationGameThief>

- Sat, Jun 28, 2026

a special rate for all 3?" **Mount Washington Cog Railway:** "negatory" **Glenn Murphy:** "What time do you drive up the mt?" **Mount Washington Cog Railway:** "Glenn - Check the sunrise forecast for the day you plan on riding, subtract an hour or so, and that's what time we'll shove off. OR check the ticket page."

June 27th

Sargent's Purchase – On Saturday, June 27, 2026 at approximately 12:30 p.m., NH Fish and Game was notified by NH State Police Dispatch about an injured hiker on the Huntington Ravine Trail. The call came in via a 911 call and showed the hiker to be .20 miles down from the Alpine Garden Trail junction. The incident occurred on the steep slab on the upper reaches of the ravine. The caller reported a male hiker fell approximately 50 feet resulting in serious injuries. Due to the nature of the terrain and injuries sustained a call was made to the National Guard for helicopter support. Calls went out to Mountain Rescue Services (MRS) due to the technical nature of the terrain and to Androscoggin Valley Search and Rescue (AVSAR). Ground teams utilized the Mt. Washington Auto Road to drive up to a point where they could hike down into the ravine from above. The National Guard was able to quickly assemble a crew and flew up from Concord arriving at 2:55 p.m. They were able to hoist down their paramedic who provided initial treatment of the hiker and got him into a litter. At 3:35 p.m. the patient was hoisted (right) into the helicopter and flown to Dartmouth Hitchcock





*The Cog Railway about to reach the summit of Mount Washington on June 28th (2026)
- White Mtns of NH FB page*

June 29th

Know Before You Go...: “Good morning Coggers! We always advise anyone planning a hike on Mount Washington (or anywhere in the Whites) to make sure you're fit, and that you've checked (and will heed) the weather forecasts, that you buy a HikeSafe card, and that you pack for emergencies. And just in case, maybe include a bottle of Dramamine! Purchase a HikeSafe card from New Hampshire Fish and Game to protect yourself against the cost of a potential rescue:

<https://nhfishandgame.com/Instruction.aspx?m=hs> And pack these 10 essentials for your hike:

1. Hydration - Start out with 2 to 3 liters of water.
2. Nutrition - Pack enough food for your planned hike, plus more than you think you'll need.
3. Navigation - Pack the tools that will help get you back to a trailhead should you become lost or go off-trail. Do not rely solely on GPS watches, smart phones, or other electronic navigation devices, as they can lose battery power or functionality.
4. Emergency shelter - Your emergency shelter is your protection from the elements, used to keep yourself dry and warm in case you become stranded or injured on the trail.
5. Layers - Pack for the season, not the weather, remembering that the alpine zone can get quite cold even in the summer.
6. Illumination: Carry a headlamp or flashlight.
7. Firestarter - pack both an igniter to start a fire, as well as something to light.
8. First-Aid Kit
9. Repair kit.
10. Sun protection - Don't underestimate the

importance of caring for your skin and eyes while enjoying the outdoors. Use a broad spectrum sunscreen on exposed skin, and reapply frequently.

- <https://www.outdoors.org/resources/amc-outdoors/outdoor-resources/the-10-essentials-what-to-pack-for-a-backcountry-hike/> / Mt. Washington

Cog Railway FB page - Mon, Jun 29, 2026

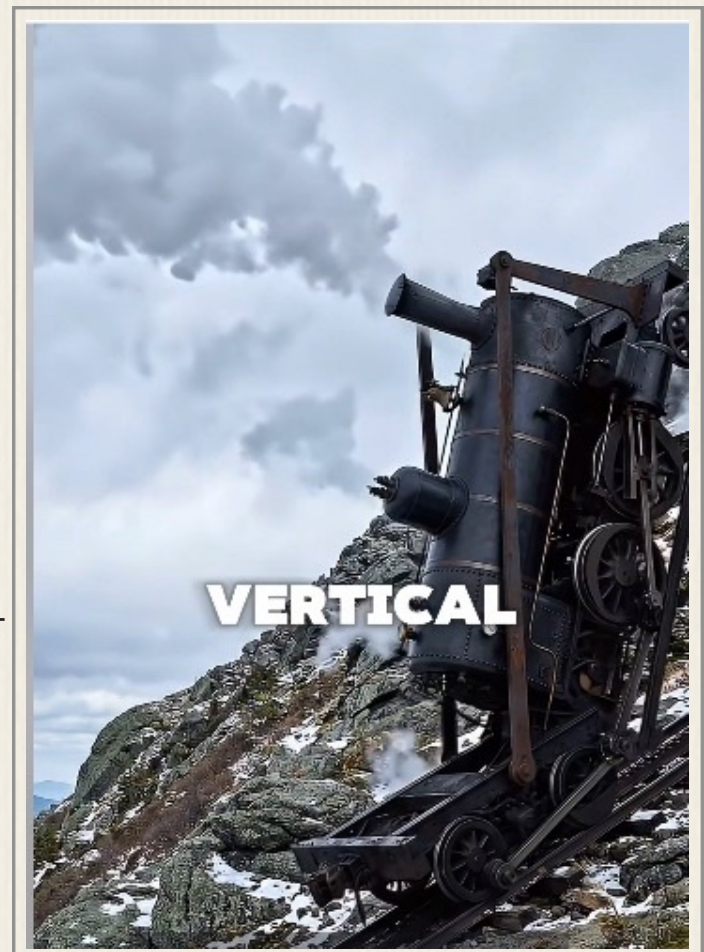
July 1st



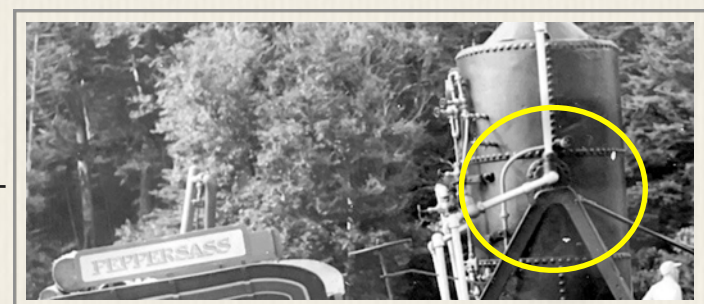
More Bad Cog A-I: “Content creator Tazin O Araish who describes their services, “Every place has a story. Every space has a soul. We show you both in ways you've never seen before. You Think... We Design. Houston, TX posted The World's First Mountain Climbing Train .on Facebook. It did not go well. #History #Engineering #MountWashington #CogRailway #SteamTrain - 20K

views

Jitney Jr: “If you would like to learn about the “real” cog railway compiled by a human AND generated by the people who worked there... go to <https://jitneyyears.org/> so you can appreciate how ridiculous this “A-I thing” is...” **Tazin O Araish:** “we do understand the visuals of the train are wrong due to AI. But we tried to remain historically correct in the content, few visuals have ruined it” **Jitney Jr:** “Tazin - I would agree the narration was largely correct (do you have a citation for the Lincoln's lawyer segment?) HOWEVER more than a “few visuals” are wrong because your A-I was corrupted by only “knowing” about the traction railroads of the valleys where trains only had to deal with grades of up to 6%. For instance, cog railway trains have only one passenger coach and they are pushed, not pulled for safety. This is not history.” **Ron Walters:** “AI slop. You could have used real photos of the cog railway” **Tazin O Araish:** “Ron - we intend to tell the accurate historical facts. Images are generated through AI and it can make mistakes. If there is an issue in the content do let us know.” **Walters:** “(This) bears absolutely no resemblance to the real cog, mt washington, or marsh. It's a grossly inaccurate caricature.” **Tazin O Araish:** “Sir we



*A-I generated image to illustrate Peppersass' pivoting boiler mounts (above) Actual pivoting boiler mounts below. (2026)
Tanzin O Araish & Lewis Family Collection*



don't claim about the visuals we mention in every post that it is AI generated content what we emphasize on are the facts." **Bill Thomas:** "Tazin O Araish - AI can make mistakes?? I've known the cog railway since I was a kid. My family visited the base station every summer. I've ridden the train several times, and have climbed Mt Washington multiple times from all directions. The fake "video" you have generated has absolutely nothing in common with the real geography, never mind the actual mechanical workings of either the cog track, or the locomotives that ran on it. The history of the cog railway is well documented by real histories in books, photographs, and videos. PLEASE DELETE THIS CRAP!" **Jo-Ann French Driscoll:** "Tazin - Perhaps you don't realize that people aren't just listening to the content; they are looking at the pictures as well. The pictures are part of the content and they are, quite frankly, garbage. In this case, AI garbage." **Tazin O Araish:** "Jo-Ann - I do truly understand the frustration but the selection of the words from your side is not good. Just check our posts on other engineering marvels." **Jo-Ann French Driscoll:** "Tazin - Your posts on other engineering marvels have absolutely nothing to do with this post. Before you post, you should be checking accuracy of both spoken and video content." **Tazin O Araish:** "Jo-Ann - we do truly understand and will rectify and refrain from it however using the original picture strikes copyright issues. That is why we have to rely on ai generated content to deliver our message. You are partially right however we try our best to remain historically correct but we do admit on this specific video visuals are mismatched" **David Clifford:**

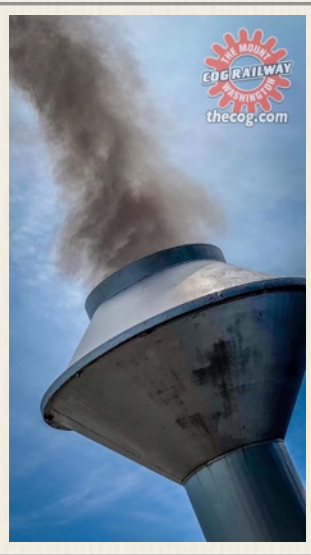
"This would have been so much better without AI ruining all the graphics. Come see it in person!" **Tazin O Araish:** "David - sure I will . Do watch our other stories we have tried our level best to be historically accurate" **Jennifer McLaughlin:** "Zero Mount Washington pictures used that is not the cog railway. AI crap, makes you question if the story is true either." **Mark Turner:** "Could have been a great post. Thanks for ruining it with AI" **Tazin O Araish:** "Mark - we do understand the visuals of this particular video generated by AI are bad. We will rectify this thing in coming videos" **David Clifford:** "This is obviously NOT an official Mt Washington Cog Railway post. It is nothing like this slop. Steam engine #9 ready for trips soon!" **Tazin O Araish:** "David - definitely it's not an official post of My Washington. We tried to recreate its history through AI reconstruction. And it can have artifacts." **Kevin Marzoli:** "If you are using AI to illustrate history at least make sure the images are close. Every image in this post is grossly inaccurate!" **Tazin O Araish:** "Kevin - yes sir we do truly acknowledge that visuals in this specific video majorly of train are incorrect. You please watch our today's video we have used the actual images as well." **Ron Labrecque:** "We rode on it yesterday." **Tazin O Araish:** "Ron -how was the experience? Can you share some of the pictures of the engine?" **Harold Knott:** "This entire video is inaccurate. Not Mt. Washington. Not the Cogs steam engines. The gears are 100% incorrect."

AI Summary: To understand the meaning of "Tazin O Araish," consider the following points:

- "Tazin O Araish" is a phrase in Persian.
- It translates to "the beauty of adornment" in English.
- "Tazin" refers to beauty or elegance.
- "Araish" means adornment or decoration.
- The phrase often relates to aesthetics in art and culture.
- It can also imply the importance of beauty in personal presentation.

Tazin Name Meaning: Tazin is a Muslim Girl Name. Tazin name meaning is Permission, Approval. It has multiple Islamic meaning. The name is originated from Arabic. The lucky number of Tazin name is 3.



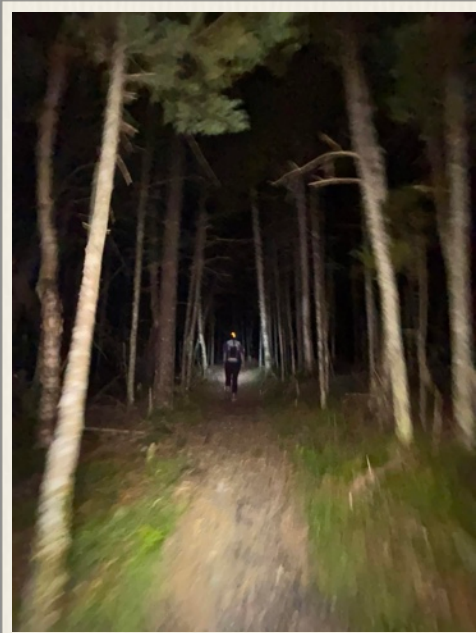


White Smoke? Sorta...: “Happy Wednesday, Coggers! Any of you guys out there smell something burning?” **Blayze Arbsland:** “Patrick White - Is that the top of a smoke-stack?” **Patrick White:** “Blayze - yes, that’s what’s in the picture they posted. Look just as good as the day I built them! I rolled the stack length, pressed the base and top which sits in the base, fit them up, then welded them out! Those are my babies” **Christopher Countryman:** “Oh man!! Don’t tease us with a good time now!!” **Mike Harazim:** “Cogs Ready to Steam” **Isaak Gibel:** “It’s almost back?!” **Scott Freeman:** “Steamer ready” **Michael Desjardins:** “so when will they be up and running and available schedule” **Mount Washington Cog Railway:** “Michael - Stay tuned!” **Kate Reardon:** “Heard it whistling from Mt. Jefferson this morning and was so excited!” **Kevin Madore:** “Looking forward to steam on the mountain again!” **Adam Kendall:** “Good job men!!!” **Kevin Chagnot:** “I’ve always liked the smell of Coal burning”

- Mount Washington Cog Railway FB page - Wed, Jul 1, 2026

July 3rd

Lost Hiker: “Sargent’s Purchase: On the afternoon of Friday, July 3, 2026 a lost hiker who had been missing for over a day was located alive and well on Mt. Washington. At approximately 7:00 PM on Thursday, July 2, New Hampshire Fish and Game Department Conservation Officers were advised that Felipe Castanheira, a 23-year-old international traveler from Brasil, was overdue from a hike on Mt. Washington. Castanheira had separated from his hiking partner while ascending the Ammonoosuc Ravine Trail, and had not been seen or heard from since 2:45 PM. By 9:00 PM the hiker had still not made it out of the woods, so a search was initiated. Conservation Officers and volunteers from the Androscoggin Valley Search and Rescue Team (AVSAR) worked through the night (*below*) sweeping trails and attempting to locate Castanheira. After daybreak on the



morning of July 3, more searchers arrived and began searching the woods, streams and off-trail areas of Ammonoosuc Ravine (which had been identified as the area of greatest likelihood). Aside from the brutally difficult terrain, searchers (*right*) endured some of the hottest conditions that will likely be seen on Mt. Washington this year. Drone teams assisted (*below left*) with aerial support, and staff from the Appalachian Mountain Club (AMC) and Mt. Washington State Park kept a lookout for Castanheira should he show up at



a remote location. At 3:27 PM (after 16.5 hours of boots-on-the-ground searching), Conservation Officers were notified that Castanheira had just arrived at the AMC Lakes of the Clouds Hut. Castanheira was found to be tired, hungry and thirsty, but was otherwise uninjured. AMC provided him with food and water, and rescuers were sent to the hut to assist him out of the woods. After resting, Castanheira was hiked down with assistance, arriving safely at the Ammonoosuc Ravine Trailhead at 8:35 PM. Once roadside, Castanheira was assessed by EMS staff from the Twin Mountain Fire Department. He declined a transport to a hospital but was given a courtesy ride to a hotel in Littleton. Castanheira and his family were very grateful for all of the efforts put forth on their behalf. This search represented another multi-agency, multi-team effort. Participating agencies included NH Fish and Game, US Forest Service, NH State Police, Mt. Washington State Park and Twin Mountain Fire and Rescue. Volunteer teams included the Androscoggin Valley



Search and Rescue Team and Appalachian Mountain Club. AMC and the Randolph Mountain Club also assisted in completing the rescue of another injured hiker on the Pine Link Trail (which was happening at the same time) so that crews could continue their focus on finding Castanheira. A huge thanks also goes out to the Mount Washington Cog Railway, who provided facilities, equipment and transportation to the involved searchers. NH Fish & Game's response for this rescue was paid for with monies from the NH Hike Safe Card and the Search & Rescue Fund. No hunting, fishing, or trapping license fees are used for search and rescue missions in NH. A huge thank you to all involved! Amazing job well done to our members and all the teams who worked together on this."

- Androscoggin Valley Search and Rescue Facebook page



Happy Birthday: Brakeman Terry Burton (left) posts "July 3rd, 1869 . . . Happy 157th Anniversary!" **Dave DiVincenzo:** "Cool gig, Terry...! Have a Happy Independence Day weekend..!" **Deborah Jancek:** "Terry, these are iconic photos! You're a big part of a day to remember and celebrate!" Brakeman Michael Skelly comments the railroad's new Face-



book page photo (above): "Happy 158th Birthday GOG railway!!!" **Mount Washington Cog Railway:** "Michael - Ahem, that's 157th, bud. But we'll save your comment for next year" **Skelly:** "never great at math lol" **Daniel Day:** "Having the green coach in the back instead of the white is giving me a 4th of July Eve OCD headache!"

- Burton FB page - Jul 3, 2026 / Mount Washington Cog Railway FB page - Jul 3, 2026

Mount Washington Cog Railway: "It's the start of a huge, historic weekend, Coggers! To mark the occasion of our 157th operating season, and on the eve of our country's 250th birthday, we wanted to take this opportunity to highlight just a few of the hard- working folks who make our trains run on time. Whether customer-facing or behind the scenes, these dedicated men and women (among so many others) show up every day, rain, snow, wind or shine, to help make the Mount Washington Cog Rail-





Brakewomen (L-R): Shelly ????, Darlene Jones & Cathy ???



Ticket Team (L-R): Amanda Sodergren, Ass't Gen Mgr Andy Vilaine, Ass't Trainmaster Josh Bishop & Dana Fenimore



250 Too: Phil Beroney decorates his engine's porch



Gift Shop: Erika Burns & Mary Murray



Marshfield: Marc Hartford & ???

mountain.” **Richard Lawson:** “Great pictures but where is Art? (Poltrack)” **Margaret Kennedy:** “Happy Fourth of July” **Michael Skelly:** “Awesome. Wished I was on today”

Shop (L-R): Cab: Art Poltrack & Cookie Sodergren / **Standing:** Roland Caron, John Suitor, Konrad Gaetjen, Martin Marchesseault, Jeremiah Dow, Liam Scales, JobBob Strickland, Caleb Gross & Joe Houghton

way one of the world’s great rail adventures! We wish you and your friends and families a safe, happy and healthy 4th of July weekend! Oh, and by the way, holiday trains are running every day, and seats are still available!” **Jake Frost:** “My great great grandfather was one of the first ones (Ed note: actually the last one) to take *Old Peppersass* up mount Washington E.C. Frost - Jack Frost” **Charles Morrill:** “I think it’s quite a tribute to all of you that the place is better now than it ever has been really. Dome throttles have to be way more efficient than the *Nine* I knew but I do miss that brass butterfly valve just under the left hand. Dave Huber always kept it all in good shape.” **Gunnar Kenison:** “Congratulations to all the hard working men and women that have worked so hard to keep this tradition traveling up the rock pile over all the years alive. It is a true unique experience and we were honored to have family members part of it.” **Douglas Tolles:** “Hurrray for Cookie!” **Robert “Bobby” Trask:** “So very proud of you all.” **Mike Lovejoy:** “SO glad to see *Waumbek* up and running! Steam is Special on the



Engineer John Steinhour (above) fastens old *Glory* to his locomotive.

Kenny Mccoy: “COOL cool beans! hey there Johnnie!!” (2026)

- MWCR photos this page





No. 9 Shakedown: MW9, with its brand new boiler, is out of the shop and currently undergoing final inspections and shakedown runs (*above*). One of those impromptu inspections earlier today (7/3) revealed a formerly blue shop towel dangling from the side stack, which was quickly extracted by our resident mechanical engineer Caleb “Monkeybar” Gross. Passenger steam service on Mount Washington should be resuming shortly- stay tuned here for complete information!” **Jacob Ramsey:** “Are there plans to bring more of the steam locomotives back into service to act as backups for no.9 or for rotation service?” **Kevin Madore:** “Jacob - The #2 is the other active steamer. It will be next to get a new boiler. The other steamers are retired.” **Ryvers Beraudo:** “The steam power is a totally different experience than the new engines. Steam engines seem almost alive. The sound, heat, and smell make the trip so much more than just a great view up the mountain.” **Meg Gross:** “Caleb (*right*) is good at differentiating stuff vs laundry!” **Charles Morrill:** “The mighty nine lives!” **Dave Kurz:** “Outstanding! Probably not as slippery as she was in the 70's ...” **David Huber:** “Dave - for shur...” Jay Cimbak: “Is it true that the children’s story, *The Little Engine That Could*, was written about the Cog Railway? (*Ed note: Nope*) The geography of Mount Washington where the Cog goes up can be related in the whole story.” **Susan Eggleston:** “I know that someone very special is smiling down above.” **Jonathan Hall:** “Susan - #rememberEggy” **Shawn Foss:** “That IS what that was!! (*shop rag*) Was standing there when it happened” **Mount Washington Cog Railway:** “Shawn - you could have had it as a souvenir!” **Foss:** “Mount Washington Cog Railway - Cookie had to have it- rag hog!” **Scott McAllister:** “Looking forward to hearing that amazing whistle again. Thank you for your amazing work!” **Steve Saad:** “Glad to see a steam engine on the track again hopefully we will see both steam engines on the track soon” **David Pillsbury:** “What a beautiful job you did it looks brand new.” **John Adams:** “I love your trains! Keep up the great work!”



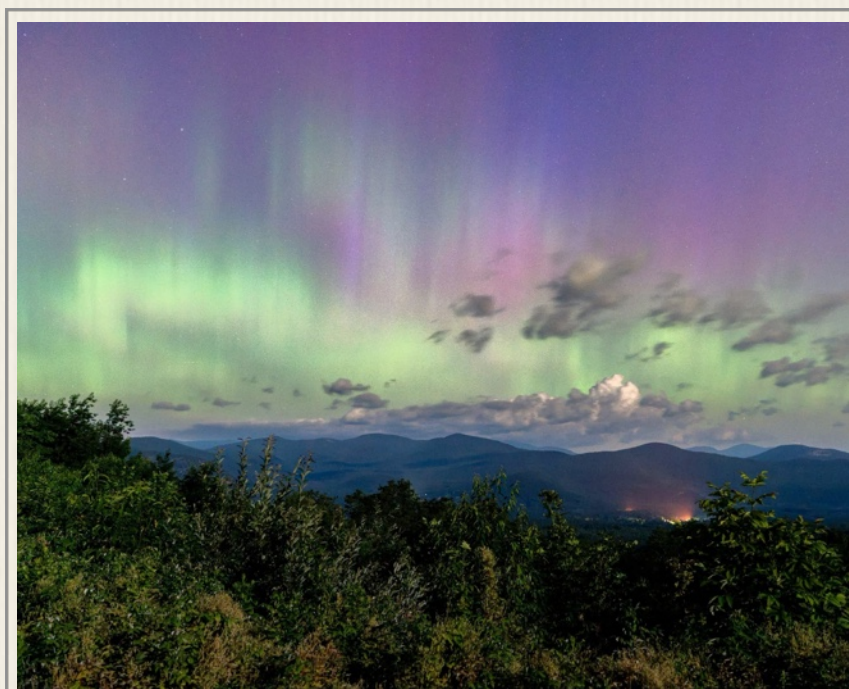
July 4th

Aurora Über Alles: “White Mountains NH.

Strong G3 geomagnetic storm sweeping over a clouded Mt Washington and Presidential Range. July 4th, 2026. Photographer Erik Fraser explains, “This was the end of the second massive substorm and it appears the aurora goes overhead towards the end of this lapse. Captured on astro modified Sony A7iii single shots stitched. ISO 5000, f/2,8, 5 sec. This was shortly after i had to turn my exposure down for how bright the aurora was getting. video at

<https://www.facebook.com/reel/1551459326516807>

- Erik Fraser FB page - Sun, Jul 5, 2026





July 9th

First Steam Trips: “Good morning Coggers, and this one’s for you, steam fans! (L-R) Cookie (Sodergren), Ray (Dest) and Tommy (Rohm) just completed the final inspection of MW9’s new boiler, so we’re officially announcing the first steam trips for the 2026 season! Beginning this weekend, July 10, 11, and 12, we’ll be running 1 steam-powered excursion to the summit at 9:00 each morning. These special Friday, Saturday and Sunday steam trips will continue thru the summer, and will include an extended 2-hour layover at the summit. Steam reservations will fill quickly, so make yours now”

Patrick Adams: “I... I was just there! I saw them testing it! I... Was off by just 2 days! Noooooooooooooooooooooo!.. *Cough* I’ll manage. I got some good vids of them testing it”

Geoffrey Gibbons: “How many steam locomotives still exist and what are there status?”

Kim Doolan Steacie: “Cookie???”

Cookie who????”

Erich Kenison: “Wow 2hr layover what a luxury but not good for tips”

Donna Kenison: “Charley would be happy...”

Mark “Cookie” Sodergren: “Donna - he is always on my mind. Standing in his shadow.”

W Billings Lapierre: “I was a Brake man and qualified as a fireman on steam during my last summer working up there!!!”

Michael Desjardins: “Tried to get tickets online and still not showing steam train. Also do I read right that you will ONLY offer steam train on Friday Saturday and Sunday.”

Mount Washington Cog Railway: “Michael- We’re working out a glitch with our ticketing system right now, should be fixed shortly. And yes- steam trips will only run at 9:00 on Fridays, Saturdays and Sundays thru the summer,”

Isaak Gibel: “Mount Washington Cog Railway will we eventually see full service again? Ex 2 a day 7 days a week? also will No. 2 be back this season?”

Eric Custer: “Mount Washington Cog Railway watching this closely as I just tried to book as well and not showing steam. Called in and left a message nobody answered”

Kevin Madore: “Hopefully, they’ll resume the end of day summit trips at some point. Those are the best.”

Daniel Day: “Hopefully we’ll see more steam on the schedule once work on the Deuce is complete!”

Dave Kurz: “Nice to see her back on the mountain!”

Ed Joel: “Please get your live cams working.”

Paul Forbes: “Great job, as always”

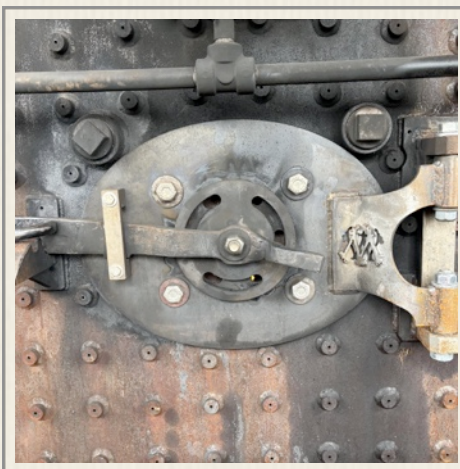
Jennifer Donna Landry: “Is there a special link I’m missing for steam tickets or are they really already sold out for July and August?”

Diane Rohm Faile: “This is great!! (Hi Tommy!)”

Cameron Medeiros: “I like break man Tommy. I’ve seen him on YouTube videos. He’s very knowledgeable. I hope he’ll be my break man when I ride the cog soon. Especially the steam train ride. I just don’t know when it’ll be.”

Stephen F. Healy: “Looks good Mark!”

Eric Custer: “Tix acquired!!!”



July 10th

New Firebox Door: Fireman Paul Forbes updated his profile picture showcasing the No. 9’s new firebox door.

Art Poltrack: “Fine craftsmanship!”

Paul Forbes: “I can’t believe how easy it works”

Poltrack: “Plasma accuracy.....”

Dave Moody: “Is the boiler going to be insulated at some point?”

Forbes: “Dave - I would imagine”

David H. Oliver: “Custom! Excellent work!”

- Paul Forbes Facebook page - Fri, Jul 10, 2026

July 11th

..Baby’s New Boiler Hauls: Fireman Paul Forbes says “First time to the summit in over a year for the 9”

Kevin Madore: “The 9 looks great. I love the color scheme on this engine.”

Art Poltrack: “A great job led by Captain

Cookie.”

Tommy Bonnet: “Does it still have the Sidewinder and feed water pump?”

Paul Forbes: “Yes”

Mark Sodergren: “Tommy - indeed. No turbo hydrosilator though”

Bonnet: “Mark - I’m still pissed. They took it off before I got to test it.”

Chris Gupta: “She’s the only engine to go through a COMPLETE top to bot-

tom rebuild including a new boiler in under a year, and is right on the tail of the Polson Logging Company Mikado Sisters Number #2 and Number #70 since they had 15 year overhauls done in under 6 months. Not even Levian now Number #331 or York Number #17 have had their 15 year overhauls done as fast as *Waumbek* Number #9 had her top to bottom rebuild with a new boiler. Job well done to the dedicated hard work of the restoration team who worked around the clock to tear down and rebuild Number #9 back to steam in such a short amount of time. Number #9 looks gorgeous after this rebuild and may she continue to climb the summit for many more years to come.” **Richard Allen:** “This is sweet to see them running steam up the Mt. again !!!” **Arnold Brown:** “Steam is the only way to go love it” **Carl Segee:** “That’s an awesome ride.” **Daniel Day:** “That is probably the best 9 has ever looked. I really hope to be up to see her in person soon!” **Keith Garrett:** “I was on it, was a nice ride, so quiet compared to the diesels!” **Frank Crowe:** “Glad I made several trips when it was all steam. I wouldn’t pay to ride in front of one of those ugly biodiesel things.”

- Paul Forbes Facebook page - Fri, Jul 10, 2026

Mountain Rescue: Cog trainmaster Andy Vilaine posts: “Multi-Team Rescue Conducted on Mt. Washington - Sargent’s Purchase: On Saturday, July 11, 2026 personnel from multiple rescue crews teamed up to help an injured woman get off of Mt. Washington to seek medical treatment. At approximately 7:45 AM, New Hampshire Fish and Game Department Conservation Officers were notified that a staff member at the Appalachian Mountain Club (AMC) Lakes of the Clouds Hut had taken a serious fall at the hut and was left unable to walk. Fish and Game subsequently mobilized search and rescue personnel to come and help evacuate the young woman from her remote location. By 10:00 AM, members of the Androscoggin Valley Search and Rescue Team (AVSAR), Pemigewasset Valley Search and Rescue Team (Pemi), AMC and Fish and Game had gathered at the Base Station of the Cog Rail. The Cog Railway generously donated room on their trains, and rescuers and equipment were given rides up Mt. Washington to the West Side Trail, which allowed for a shorter and less



strenuous 1.6 mile hike than other routes. By 11:20 AM rescuers were at the hut with the patient. The patient was subsequently packaged in a litter and prepared for an overland carryout back to the Cog tracks. Rescue personnel made steady progress, and by 2:15 PM had made it back across West Side Trail and to the train tracks. A Cog Railway train picked up the whole rescue party and brought everyone back down the mountain. Once roadside, the patient was evaluated by personnel from Twin Mountain Fire and Rescue. She was ultimately driven from the scene by a friend and went to Memorial Hospital in North Conway for further evaluation and treatment of multiple injuries related to her fall. Fish and Game would like to thank all of the people and organizations involved in this rescue effort. Through the help of everyone, the rescue was a great success and got done in a timely manner.” **Carl Corey:** “OUCH. Saturday must have been a perfect day on the Rockpile. Writing this from a rehab center recovering from a broken femur suffered in my kitchen! Thank you SAR



Steam engine boiler

\$5,000 \$10,000

7

2 comments

Like

Comment

Save

Share

Message seller

Hi, is this available?

Send

Josh's Old Boiler Price Falls: Wyatt

Scott Coons: “Who’s paying 10k for that” **Scott Scelza:** “What a Kool BBQ or pizza oven for a restaurant or whatever ...

At the right place it’s perfect” (2026)

- Facebook Marketplace

folks. In 40 years of hiking, I thankfully never had to call you, but it was an enormous comfort knowing you were there.” **Kathy Socha Lockwood:** “Those search & rescue volunteers are so dedicated & AMAZING!”

- Andy Vilaine Facebook page - Sun, Jul 12, 2026

July 12th

Cog Chimes IN: “Another NH Fish and Game rescue operation yesterday, this one with the assistance of the Cog Railway coordinated by Train Master and Pemi SAR volunteer Andy Vilaine. Be careful up there, folks- even experienced, well-prepared mountain staff hiking in ideal conditions can suffer serious injuries on Mount Washington!”

July 13th

By Popular Demand: “Good morning Coggers! By popular demand, we’ve expanded our weekend-only steam service to twice daily (9:00 and 2:45) every Thursday, Friday, Saturday and Sunday. As an added bonus, the 9:00 steam departure includes an extended, 2-hour layover at the summit! For schedule, tickets and much more, visit thecog.com **Scott McAllister:** “That is great news!! ...does not surprise me as ‘steam is king’ and steam trains have such a lengthy heritage ..and thank you for recognizing this important history. Also a HUGE thank you goes to the engineering staff for getting #9 up and running. I thoroughly enjoyed watching both cams showing the 9am train on Sunday morning. Unfortunately no sound, but I can easily recall the “sounds” echoed during my hiking years.” **David MacDonald:** “Steam should never be replaced that’s what the cog is all about your new diesel stuff is very lame” **Danny Tichio:** “I like the extra time at the summit. With the current schedule there is hardly enough time to eat lunch before having to run and catch the train back down.” **Dave Moody:** “There goes the train schedule.” **Fred Willey:** “lucky we don’t have to deal with that anymore David.”



Peak Seeker: “This is a sad story, Coggers, but you can help make it better. We just found our Train Master, Andy Vilaine, sitting on the side of the Ammonoosuc River Bridge, head in hand, mumbling to himself forlornly. 11 Nobody cares 11 he kept saying, over and over again. 11 Nobody cares. 11 You see, his efforts to support Seek The Peak- the Mount Washington Observatory's annual fundraising hike-a- thon, have gone mostly unnoticed and unappreciated. Those efforts include bushwhacking the Raymond Cataract, a grueling, and frankly, pretty stupid way to get to the summit of Mount Washington- especially for a guy who can take the train for free! But he's doing it to support the exciting and vital climate and weather research carried out 24/7/365 by MWOBS scientists and staff. You can help Andy by visiting his account page on the STP Leaderboard (he's pretty far down ...)

July 14th

~~**Coös County Planning Board:** Meets on the second Tuesday of the month at 4:30 p.m. at the North Country Resource Center, 629 Main Street, Lancaster, NH— July 14, 2026 @ 4:30 p.m. THE JULY 14TH PLANNING BOARD MEETING HAS BEEN CANCELED~~

Magazine Takes Steam Notice: “After a year-long absence, steam has returned to the summit of the Northeast's tallest peak. Earlier this summer, New Hampshire's Mt. Washington Cog Railway completed a rebuild of 0-2-2-0 No. 9, and after a series of test runs in early July, it entered regular service on July 10. The biggest aspect of the recent overhaul was a brand-new boiler built by Maine Locomotive & Machine Works in Alna, Maine. Constructed in the 1860s, the Mt. Washington Cog Railway was the world's first mountain-climbing cog railroad. From 1869 until 2008, steam ruled the west slope of Mt. Washington. However, in the late 2000s, diesel locomotives began to replace most steam locomotives. Presently, there are two steam engines on the active roster: Locomo-



tive 2, the *Ammonoosuc*, built in 1875, and locomotive 9, the *Waumbek*, built in 1908. Both locomotives were constructed by the Manchester Locomotive Works, which later became part of the American Locomotive Company. In recent years, the steam engines have generally been used on the first train of the day during the summer and fall. But last year, during pre-season preparations, it was determined that neither locomotive could be operated at full pressure until additional repairs were made. In August, locomotive 9 was put back in service, but only for runs halfway up the mountain. Over the winter, the Cog received two new boilers from Maine Locomotive & Machine and installed the first atop 9's frame earlier this year. With the locomotive back in service, the railroad plans on operating steam on Thursdays, Fridays, Saturdays, and Sundays at 9 a.m. and 2:45 p.m. through the summer and fall. Locomotive 2 is expected to be restored soon as well, ensuring that steam will continue to push trains up Mt. Washington for decades to come. Story by Justin Franz, Photo by John House. **Daniel Day:** “#2 was the locomotive that ran last year.” **Sharon Barber:** “I’ll never ride up with a bio diesel as power” **Jeff Terry:** “Congrats are in order! Long live Cog steam.” **BillyRueckert:** “Love to see that long term investment!!” **Brian Falzon:** “Congratulations”

- Railroad & Railroad Magazine Facebook page Tue, Jul 14, 2026

July 16th

More A-I Errors: Wonders Untold “Sylvester Marsh was laughed out of the New Hampshire legislature, where a lawmaker moved to charter him a railway to the Moon instead. Told a track up Mount Washington was impossible, he laid a toothed rail down the center of the line and gave his engine a cogwheel to bite into it, tooth by tooth. In 1869 his cog railway reached the summit as the world's first mountain-climbing railway, and it still runs today. Ever wonder how a cog railway climbs a mountain a normal train would slide right back down? <https://www.facebook.com/reel/2067739253998332> The single most important part of the Mount Washington Cog Railway is the rail almost no one notices (*right*). Running down the exact center of the track, between the two smooth rails an ordinary train would use, sits a third toothed rail called a rack. It looks like a long steel ladder laid flat, rung after rung, and it is what makes the whole impossible climb possible. A normal locomotive relies on friction between wheel and rail, and on a grade this steep there is nowhere near enough of it. The rack removes friction from the equation entirely. Instead of gripping, the engine's central gear wheel drops its teeth into the rungs and pulls, tooth by tooth, the way a zipper closes. Sylvester Marsh patented the system before the first rail was ever laid down on the mountain. It is deliberate, mechanical, and almost impossible to fool, which is exactly why a version of it still carries passengers up the mountain more than a century and a half later. Had you ever noticed the third rail doing the real work in a cog railway photograph? Sources:



- Mount Washington Cog Railway, American Society of Civil Engineers, asce.org
- Our Origin Story, The Mount Washington Cog Railway, thecog.com
- The Deadliest Mountain, New Hampshire Magazine, nhmagazine.com

Where no photograph survives, scenes are re-created with AI. Real photographs are always credited.

Wonders Untold

This center-rack design is why old photographs of the line can look odd at first glance. There appear to be three rails instead of two, and the middle one, the toothed one, is the one actually hauling the train up the grade.

David Huber: This is not a picture of the Mt. Washington Cog Railway track. It is AI generated and is all wrong. They don't use pressure treated ties. Nor do they use railroad spikes like these. The center rack is not at all like the one on the Mt. Washington Cog railway. Theirs looks like a Ladder not like a flat gear toothed rail. Also this appears to be on the ground were as Mt. Washington Cog is a 3-1/2 mile long trestle laid on the rocky



verses the cylinder operation, so the cylinders exert braking action in addition to the cog. As far as I know there is no coupler (*Ed note: correct*) between the engine and the car, gravity keeps them together. When I used to ride the cog it was always powered by steam engines, but I think these days it is mostly run with engines that burn biodegradable diesel.” **Christopher Countryman:** “Good lord. This is NOT a picture of the cog railway and not a picture of its rack. In fact, the picture doesn’t even match your description in the text. Do better.”



July 21st

Oh-Dark-Thirty: “Good morning Coggers! Apologies for interrupting your morning ingestion of politics, cat pictures and AI slop to remind you that the first SUNRISE EXCURSION TO THE SUMMIT OF MOUNT WASHINGTON for 2026 goes up on Friday at 4:00am sharp! A few seats are still available, but if you miss this one, fret not- we’re doing it again on August 14 and September 12. Schedule, tickets and much more at thecog.com. And speaking of AI slop, have you seen any of those screwy, artificially intelligent images of *Peppersass* and Jacob’s Ladder skulking around the web recently? As if maybe the most widely, passionately and faithfully documented railroad in the world needs any inauthentic help in that department? Sheesh!” **Jonathan Hall:** “I did this last year - highly recommended that you obey the

speed limit and NOT kill any moose, or yourselves, racing to catch the train! Moose are not used to a traffic jam at 3:30AM from the crossroads in Twin to Fabyans, and up the Base Station Road. Moose are invisible in the dark, until they’re on the hood of your car. The car in front of you, and behind you, are all going to the same place. Slow down, enjoy the ride Well worth the pre-dawn start!” Diane Arriel Wood: “this was such a great event! I am so glad we were able to participate last year!”

- Mt. Washington Cog Railway FB page - Tue, Jul 21, 2026

July 22nd

Full Metal Jacket: The Cog crew works (*right*) on Wednesday (7/22) to replace the rotting wooden cab of the *Col. Teague* at the junction of the Base Road and Route 302. The No. 10 became the support for the new directional sign in 2016.

July 23rd

Respect the Worm: “Here’s something you don’t see every day, Coggers - a worm’s-eye view of the cog and spur gears underneath MW9! Thanks to Mechanical Engineer Caleb Gross for the snap!” **Brady Halligan:** “You’ll know it needs grease when it stops dripping grease!” **Art Poltrack:**



“Yes, but what was Caleb doing under there???? It’s very cozy in front of the ashpan” **Mount Washington Cog Railway:** “Art - Well, we did see Snidely Whiplash leaving the scene ...” **Laurie Valleley:** “He’s so smart!!! Go Caleb Gross” **Meg Gross:** “My hero”

Tomorrow We Ride x2: “Last chance, Coggers (not really, we’ll be doing it again in August and September, but pretend you didn’t hear that) - after the A train sold out, we added a second train to the schedule for tomorrow’s (7/24) Sunrise Special to the summit of Mount Washington! That means there are suddenly plenty of good seats still available for what is shaping up to be a PERFECT ummer adventure weather-wise. Coffee and donuts are on us, all you have to do is check in here by 3:30am for the 4:00am departure!” **Peter Burdick:** “what happen to the live cameras”

- Mt. Washington Cog Railway FB page - Thu, Jul 23, 2026

July 24th

Attaboy Phil: “Good Friday morning, Coggers! Yesterday, a significant milestone was achieved by our Senior Engineer, Phil Beroney: thirty years of service at The Cog! General Manger Ryan Presby (*right*) surprised the anniversary boy with a sheet cake, a coffee mug, a “Well Done” thingamajig, and a hearty handshake for the grip-n-grin shot in front of Phil’s beloved M3. When asked to sum up his three up and down decades on Mount Washington in a word or two, Phil thought for a moment before responding, with typical understated eloquence, “I really can’t think of anything.” Wow, Phil. Just wow, and well said. Congratulations, and thanks!” **Andre DuGiante:** “So it’s the Ol’ Philthy Guy that sports the Wicked Cool Shades! Good for him! Get on the Stick, Youngster! His future’s so bright, he oughta get shades!” **Jonathan Hutchins:** “Nice phil, did i train you as a breakman?” **Robert Trask:** “Congrats Phil, you were so very helpful to me and I greatly appreciated it. The cog is blessed to have you there.” **Adam Kendall:** “Congrats phil! I appreciate the help you gave me and pleasure to work with” **Jim Tuttle:** “Congrats Phil!!! A lot of ups and downs in your time there.” **Kathryn Gancarz Fleury:** “Congratulations Clarice!!!!” **DougWaites:** “Congratulations Philthy.” **Bill Blackwell:** “Hey, Philthy... congratulations on 30years! **Donna Kenison:** Congratulationsyou are one of “our boys”

- Mt. Washington Cog Railway FB page - Fri, Jul 24, 2026



July 30th

Cookie Wielding the Shovel: “Good morning Coggers - thought you’d appreciate a little Thursday morning steam fix! After Trainmaster Josh (*Bishop*) pointed Engineer Ray (*Dest*) in the right direction while Fireman Cookie (*Sodergren*) flexed his coal-shoveling muscles, MW9 was off and running to the summit in a cloud of steam and smoke. (*video frame grab left*) Just a reminder that you can experience old-school railroading like this on Mount Washington twice a day, at 8:45 and 2:45, Thursdays thru Sundays!” **Rick Bell:** “What is the purpose of the cog wheel on the

axle of the tender? Is it to help with braking?” (*Ed note: Feedwater pump*) **Robert Cal Callahan:** “Good question, I didn’t know the cog wheel was on the tender.” (*Ed note: Cogger Cal Callahan ran when boiler water through injec-*

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tors directly from the tender.) **Gary Billington:** “For anyone thinking about, but hasn’t yet rode the Cog up Mt. Washington, I highly recommend doing it. It was a really fun experience. The Conductor in our rail car was exceptionally knowledgeable and narrated the whole way up and down.” **Michael Desjardins:** “I was on that train today. Great ride. Glad to see that the steam train is back up and operational.” **Stacey L. Swenson-Smith:** “My husband and I LOVE the good old fashioned steam locomotives!”

- Mt. Washington Cog Railway FB page - Thu., Jul 30, 2026

July 31st

Twin Towers’ Lights: “This year, in honor and remembrance of 9/11, the two lights used at Ground Zero in NYC are going to be placed on top of Mt. Washington. These beams of light shine high into the sky, representing the Twin Towers. They will be illuminated Sept. 9th-12th, from 8pm to 3am each night. Weather depending, these lights should be visible for miles and miles. Making this a fantastic tribute to the lives lost and the countless more lives impacted by that day. Here is a link to a website detailing the event.

<https://honorsummitnh.org/> **Elizabeth Doolittle Carberry:** “I have no words...this is an amazing tribute for the 25th year of Remembrance” **BJ Harris:** “What a wonderful thing to do! We all need to pray and send out positive thoughts for those evenings to be clear so we can see them!” **Tracy Wessels:** “Love this - What a beautiful remembrance of all the lives taken on that horrible day” **Richard Way:** “Isn’t it strange that the president has given the people that financed 9/11 the ability to enrich uranium and make bombs”

- Twin Mountain Fire Rescue FB page - Fri, Jul 31, 2026



August 14th

Coös County Planning Board: Meets on the second Tuesday of the month at 4:30 p.m. at the North Country Resource Center, 629 Main Street, Lancaster, NH. The next meeting is scheduled for August 11th

September 9th-12th

The Honor Summit: “This year marks the 25th anniversary of 9/11, a day that continues to resonate across generations. As time shapes the way we understand this defining moment in American history, The Honor Summit exists to bridge the distance between lived and learned experience. In a year that also marks our nation’s 250th anniversary, this moment invites us to consider the values that unite us, to reflect not only on where we’ve been, but who we choose to be together. This September, two pillars of light will rise from the highest peak in the Northeast as a powerful symbol of resilience, gratitude, and unity. Inspired by the dual beams that honor September 11, The Honor Summit pays tribute to the lives lost, the first responders who answered the call, and the veterans whose courage continues to protect our communities. From September 9-12, the beams of light will illuminate the sky, four and a half miles above Mount Washington, and will be visible from

communities throughout New Hampshire and beyond on clear nights. These four nights present a meaningful opportunity to come together and remember, honor, and reflect.”

September 18th

Mt. Washington Commission: The September meeting will be on Friday, September 18, 2026 - TBA

October 23rd

Mt. Washington Commission: The October meeting will be on Friday, October 23 2026 - TBA

November 20th

Mt. Washington Commission: The November meeting will be on Friday, November 20, 2026 - TBA



“But wait, Will there be More...?”

For A While: You are reading the third volume of *The Jitney Years: Aggregated Timeline* manuscript. This volume was begun in January 2025 to collect additional Cog events and employee names, information and stories. The record of the Cog’s 155th year pushed the software to its page limit in *Vol 3B 1968-2024*. A new collection, *Vol 3C 2025 to...* has been created. *The Jitney Years* project continues to prepare a last run up the mountain before committing to a final print-out of the manuscript. This is another “last call” for any information that should be included.

If you or your relatives worked on the Cog Railway, please contact Jitney Jr. so he might include your family’s mountain tales in this manuscript.

And if you would like to receive notification when newer versions of the manuscript are posted electronically, please contact Jitney Jr. at the following email address:

jitneyjr@gmail.com

OR via USPS at:

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

