

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.

© 2016–2020 Creative Commons
by Outsider’s Inc
Draft Manuscript Print-out —
not for sale or profit



3



2025 to Present
THE JITNEY YEARS PLUS

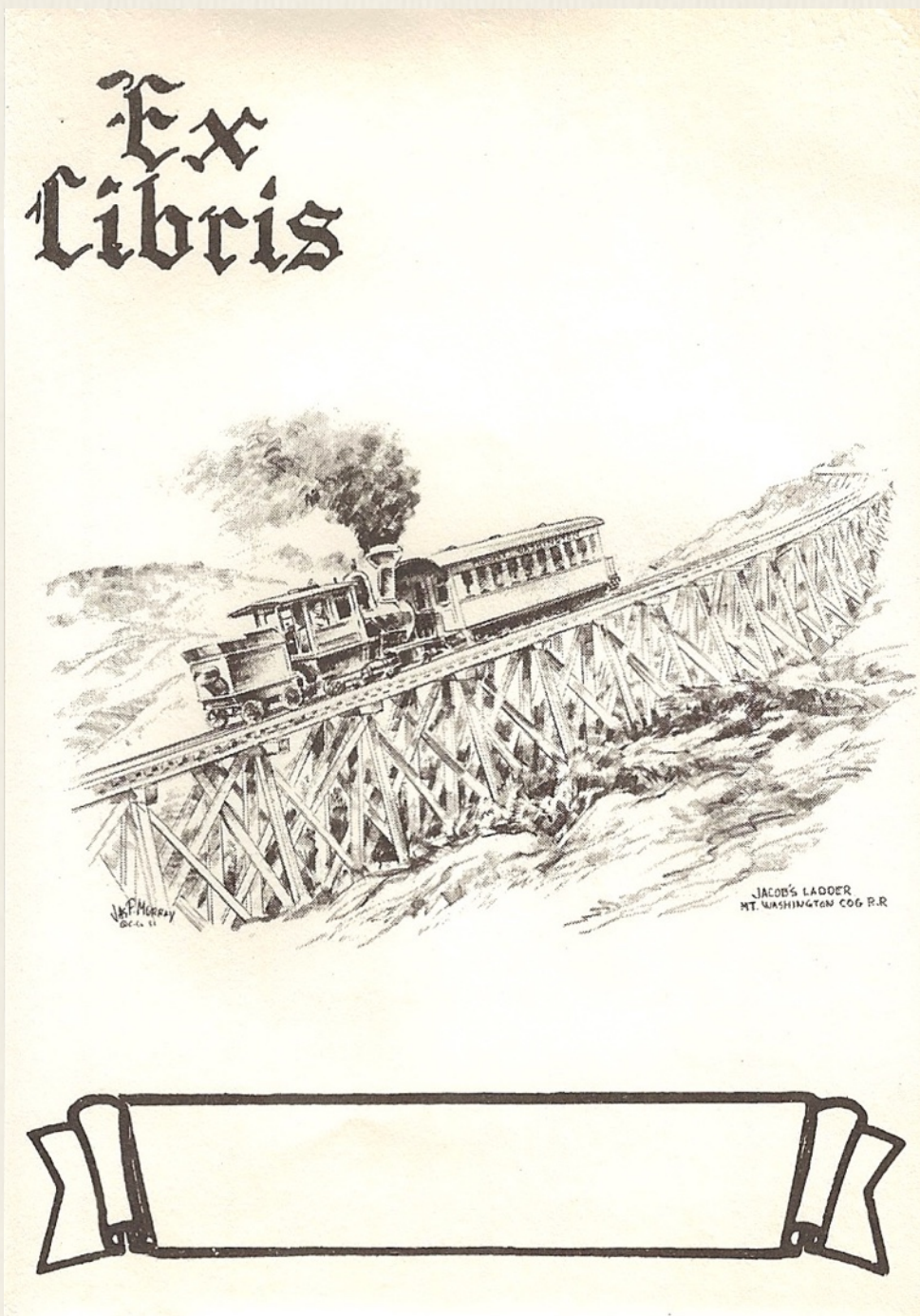


An Aggregated Timeline
of the
Mt. Washington Cog
Railway



2025-PRESENT
THE JITNEY YEARS PLUS
Volume 3c

Edited by Tim "Jitney Jr" Lewis



© 2025 Creative Commons by Outsider's Inc

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
--------------------------	---------------------	---------------------

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...
-------------------------	-----------------------	-------------------

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/>

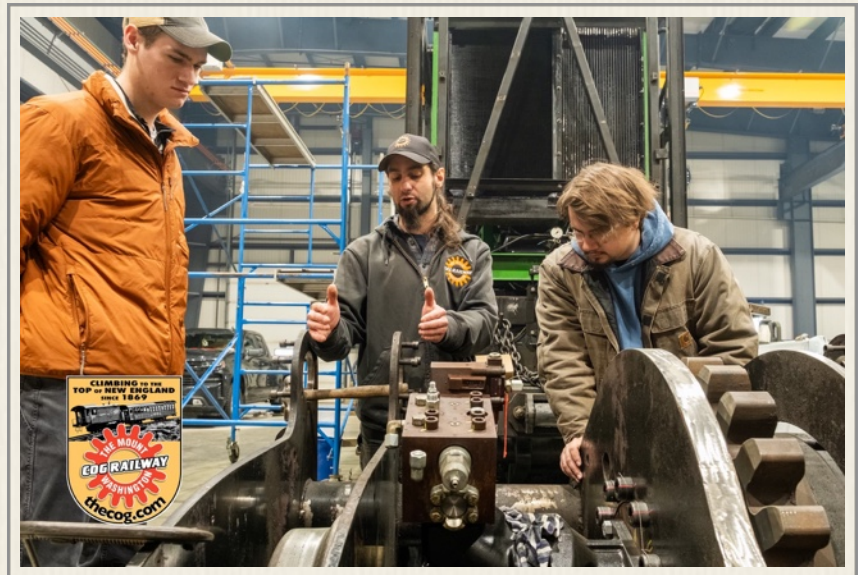
January 14th

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,



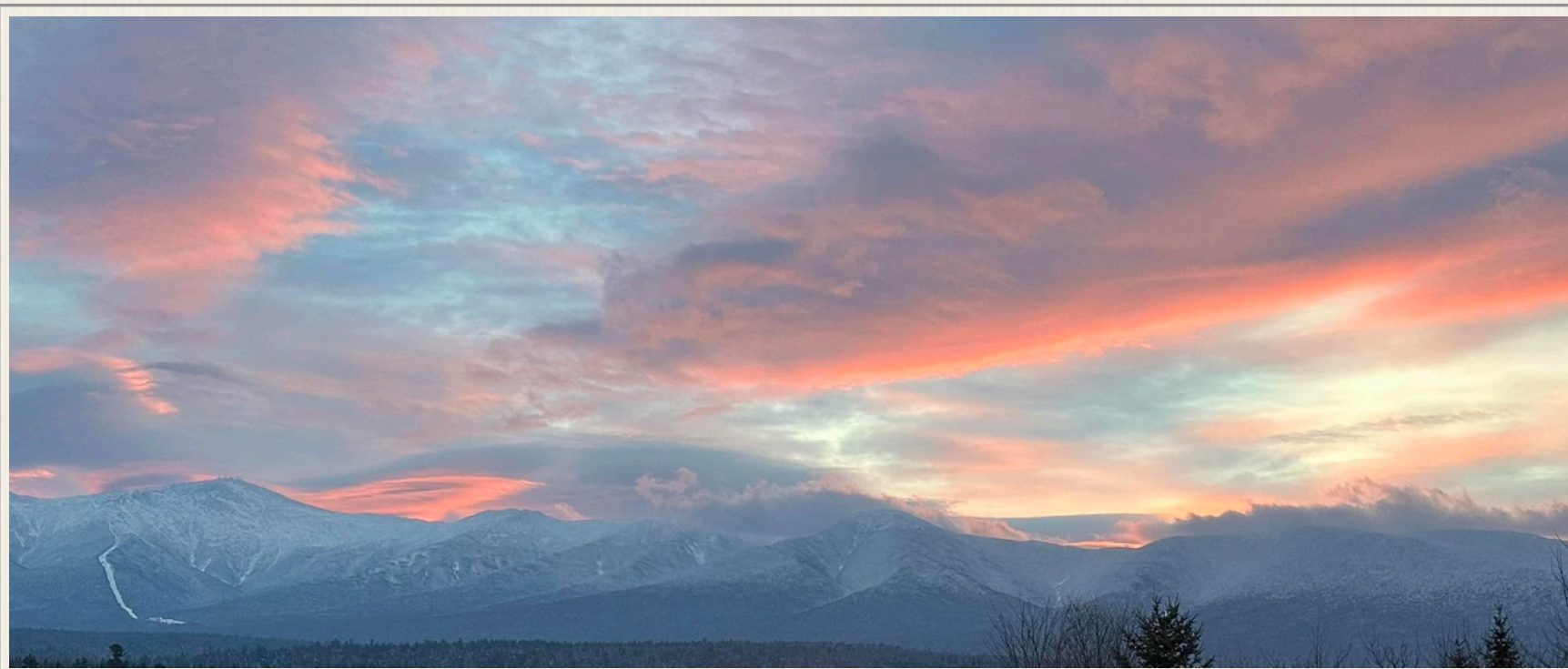
and possibly lives, too!” **Chris Waystack:** “Okay so battery conversion for the steam? All due respect but that’s ridiculous. I’m a steam fireman so I definitely take umbrage to that). It’s Wayne’s railroad and he can do as he pleases. But I’m sure ridership will take a hit. Just my \$.002” **Paul 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

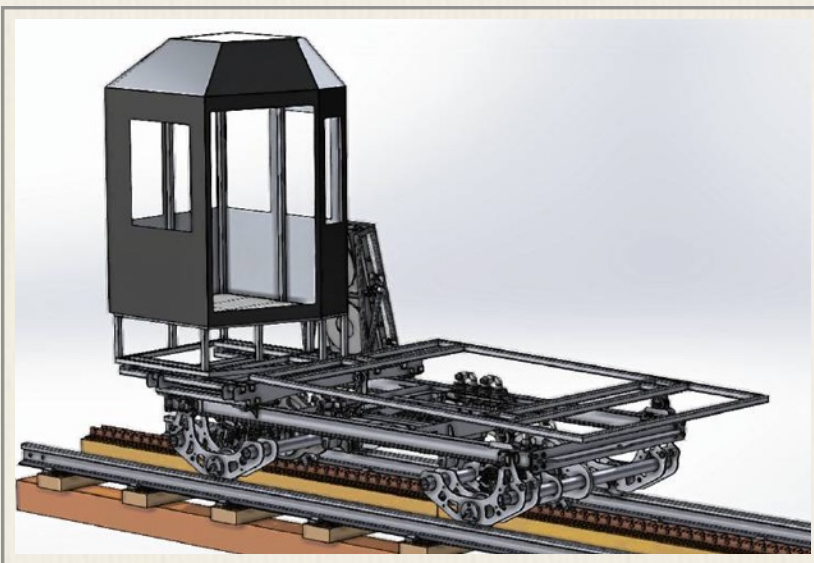


revealed a bit of frustration Friday (1/24) over the way the \$1-million dollar environmental assessment of the state park at the summit is proceeding. Consultants Tighe & Bond were slated to give a progress report to the panel at their Franconia Notch State Park meeting. However, the NH Department of 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*

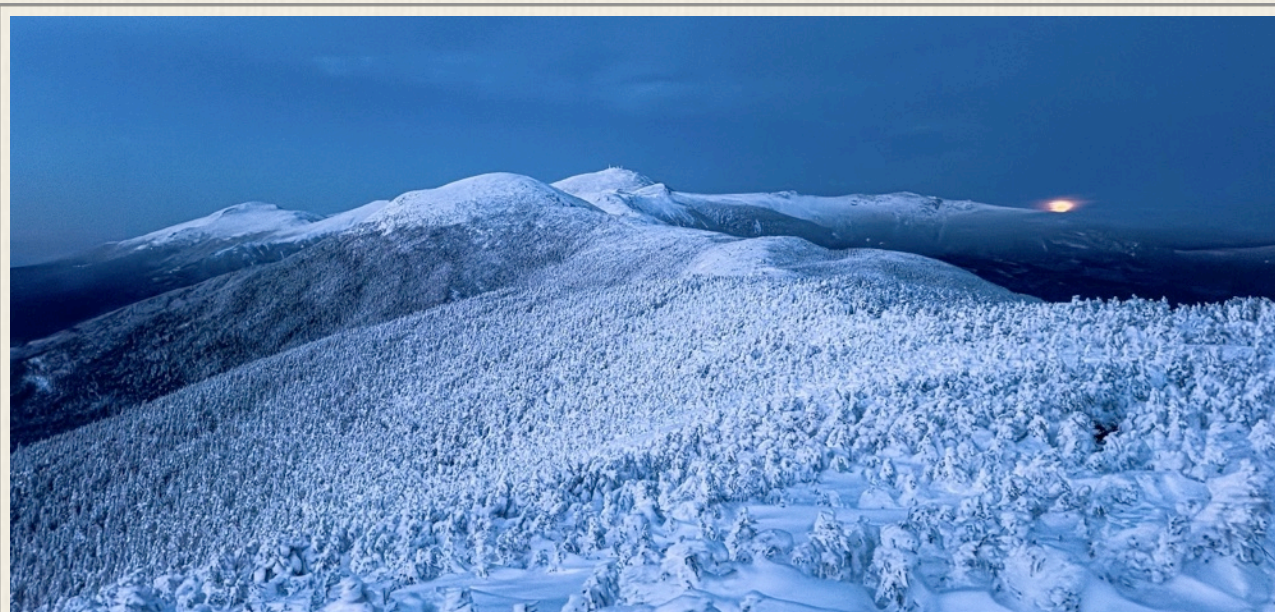


Getting Answers: Any wind at Waumbek Station where Brakeman Terry takes a question and a yardstick becomes your friend.



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

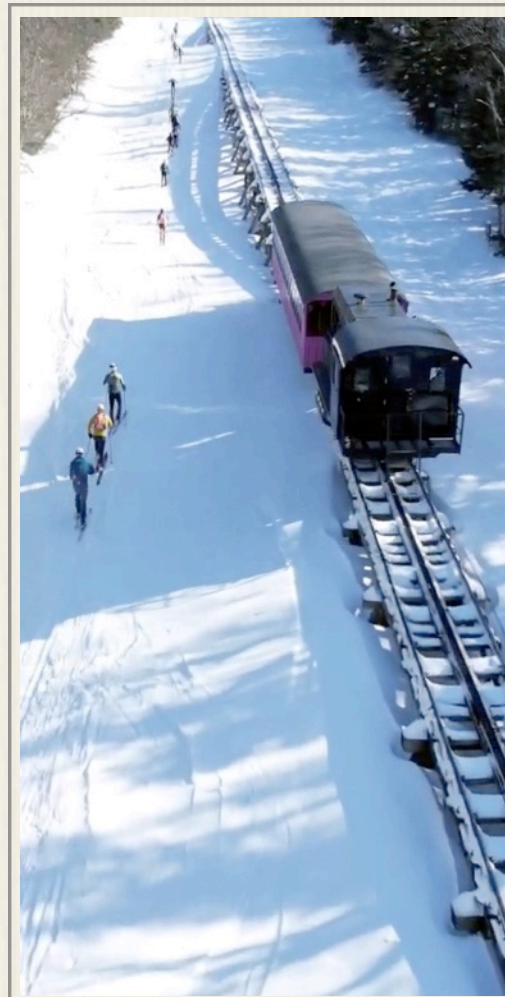
Cog.” **MWCR** on “resilient”: “That is one of the words that came to mind this morning... among others” **Gimbel:** “You folks just get up in the morning and put your boots on. Symbolic of American values.”

- 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 en-

**BY GARY
W. MOORE
Contributor**



joyable 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



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.”

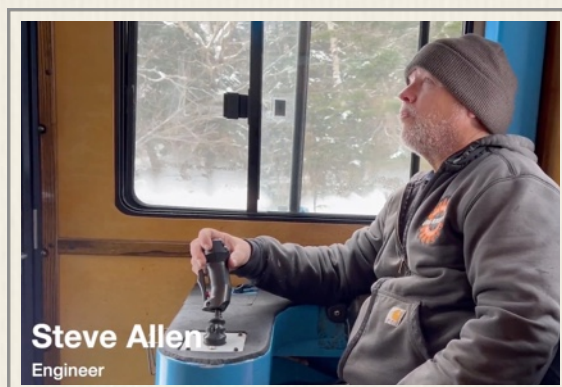
- Mt. Washington Cog Railway FB page & Andy Vilaine FB page - Mon, Feb 24, 2025 (photos by Andy Vilaine)

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:

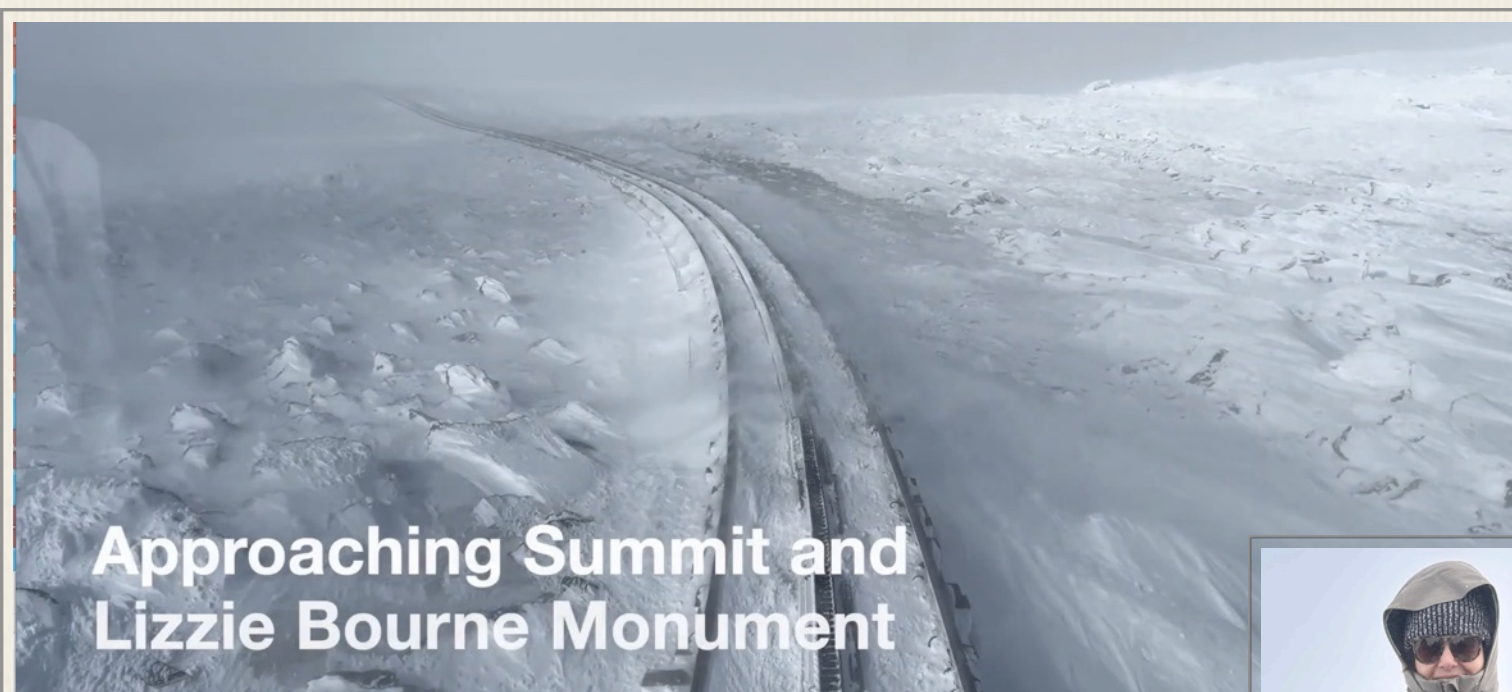
“Steve needs a shave !” **Vilaine:** “Dave - winter grizzled” **Erich Kenison:** “Been there” **Paul Forbes:** “I’ve done some brutal runs in the past in steam engines, but none that bad! Great video” **Dakota Noel:**

“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.

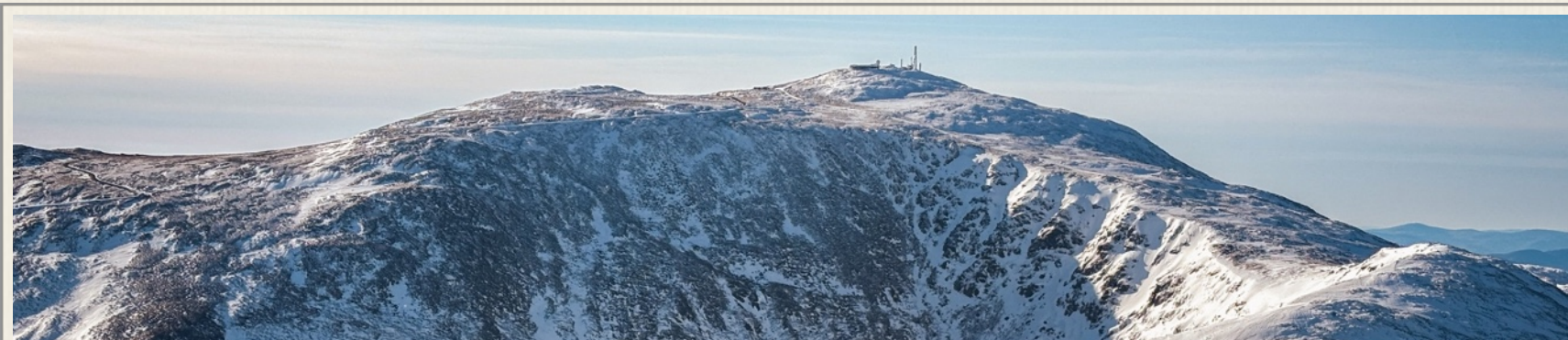
But good for you, you hit it.” **Mt. Washington Observatory:** New Hampshire Governor Kelly Ayotte visited Mount Washington today (2/28) to tour our weather station and meet with our summit partners, including New Hampshire State Parks, Mount Washington Cog Railway, Mt. Washington Auto Road, and Appalachian 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)”

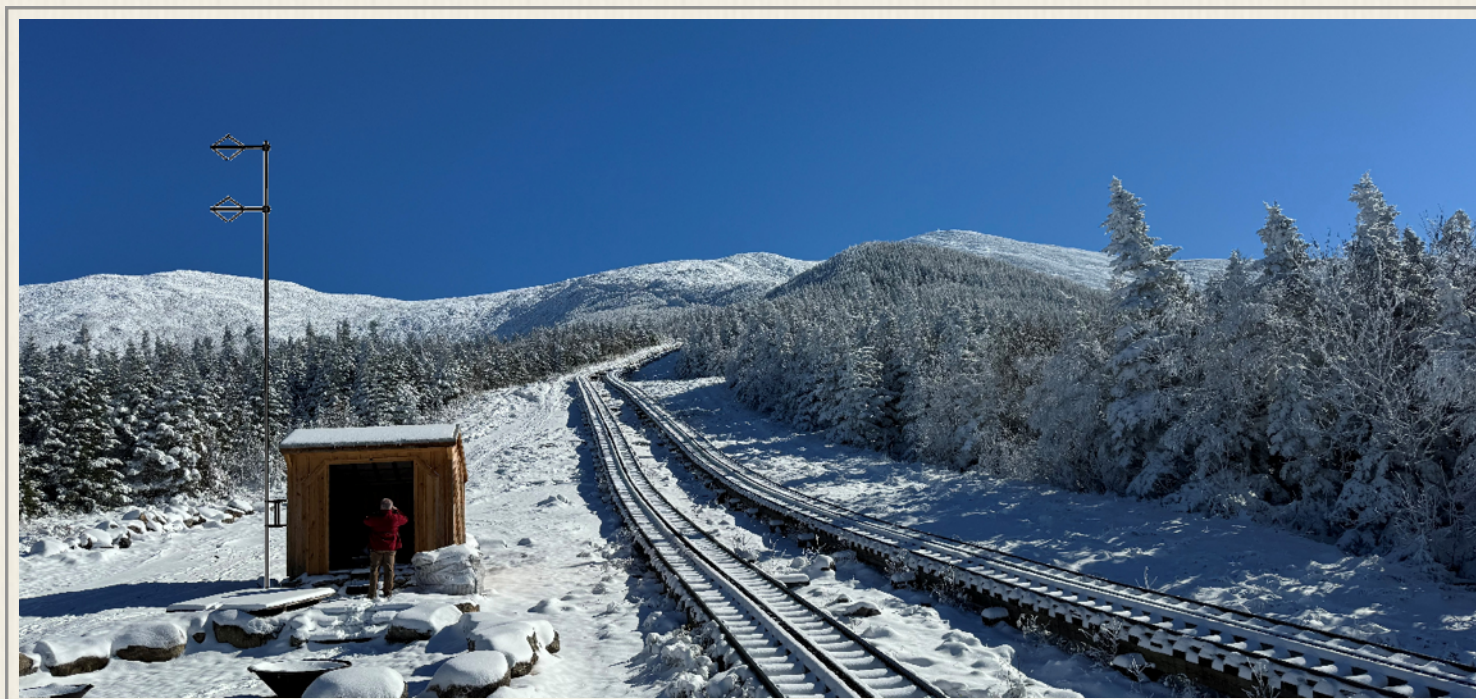
- Mt. Washington Observatory Facebook page - Thu, Mar 20, 2025



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*



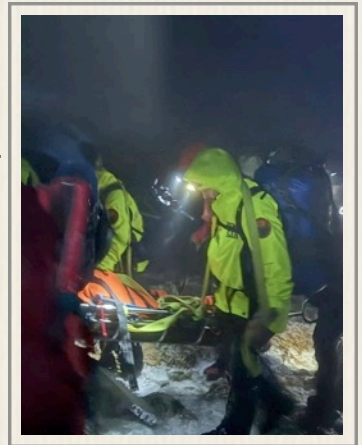
April 5th

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 NH 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 295, 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 _____



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'
DRAWN	Feb. 07, 2025

HEB
ENGINEERS
PO Box 440, North Conway, NH 03860
(603) 256-6996 • www.hebingengineers.com

2015-061A
V1.01
SHEET 1 OF 2

V1.01
SHEET 1 OF 2

33

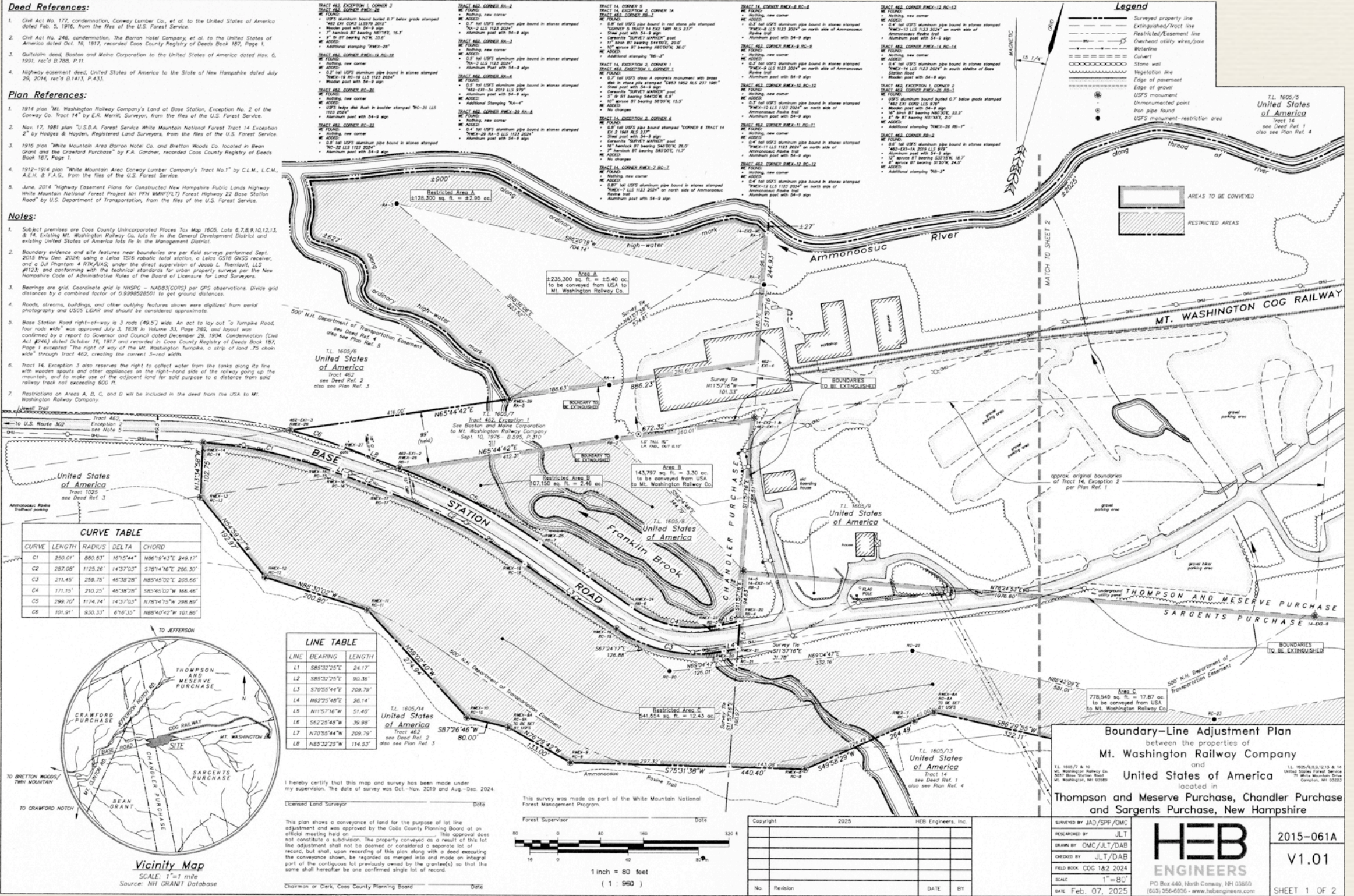
2015-061A
Boundary-Line Adjustment Plan
Mt. Washington Railway Company

Vicinity Map
SCALE: 1"=1 mile
Source: NH GRANIT Database

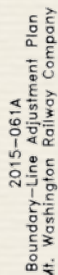
Legend

- Surveyed property line
- Extinguished/Tract line
- Restricted/Easement line
- Overhead utility wires/pole
- Waterline
- Culvert
- Stone wall
- Vegetation line
- Edge of pavement
- USFS monument
- Unmonumented point
- Iron pipe found
- USFS monument-restriction area

TL 1605/5
United States
of America
Tract 14
see Deed Ref. 1
also see Plan Ref. 4



2025



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

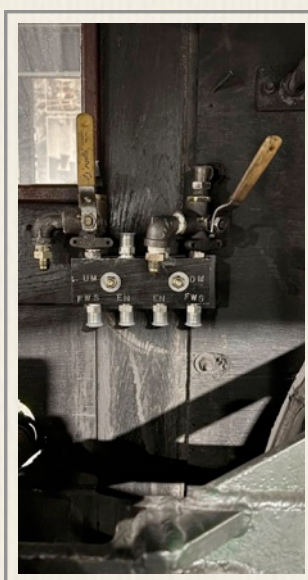
going improvements and upgrades to equipment, to the Base Station property, and the right-of-way. To say we're all raring to go would be an understatement, but we don't have to wait too much longer. The Cog Railway's 156th summit season kicks off two weeks from today, on Saturday, May 3. The State Park 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

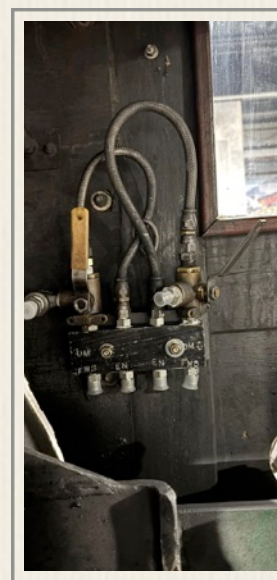
Way Cocks into The Cab: Paul Forbes: "Allen Haggett and I have been working on the steam engines. We fabricated brackets and brought the way cocks into the cab. This will make it much easier and safer to flip the way cocks for the downward trip." (*Fireman side controls pictured left / Engineer side 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

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.”

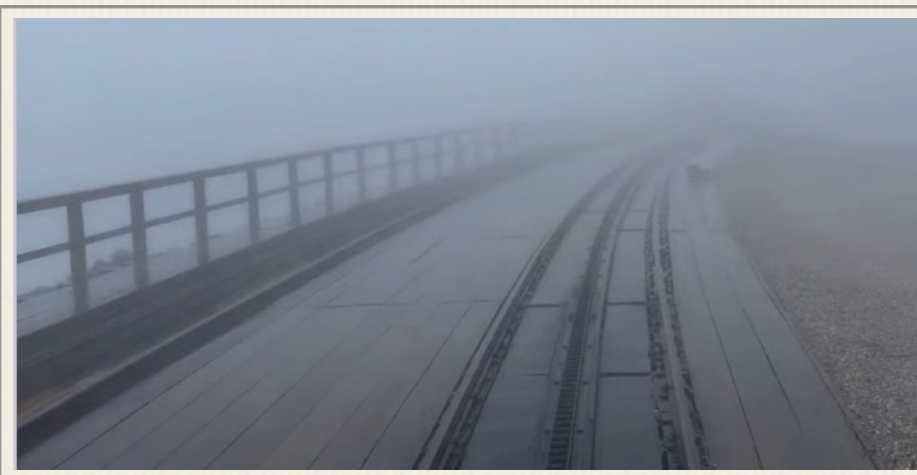
- Cog Clatter - Sat, May 10, 2025

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 left*) 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 # remembereggy #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

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



2025

PROJECT OVERVIEW

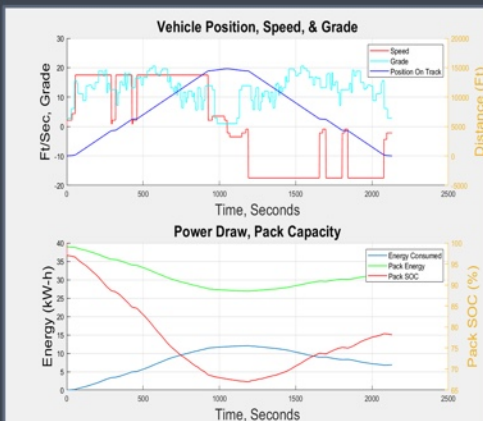
- Supporting the Cog Railway's initiative to electrify its diesel-hydraulic fleet
- EV-1 is a first-of-its-kind electric prototype for future locomotive development
- Engineered for versatility: maintenance, breakdown response, and search & rescue

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



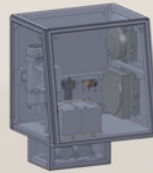
Plasma-cutting truck wheel plates



CNC turning of Reservoir Piston

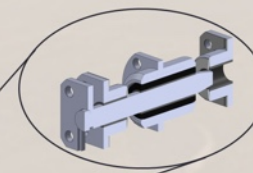
Component Enclosure

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

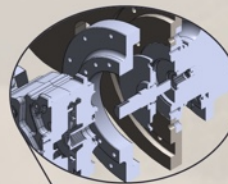
DM Subframe

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



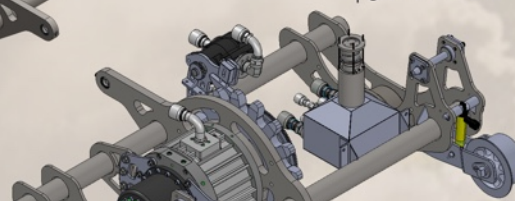
Splined Driveshaft

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



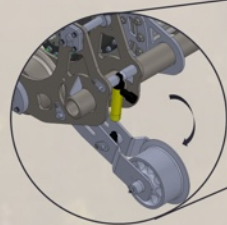
UM Truck

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



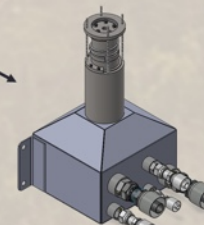
DM Truck

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



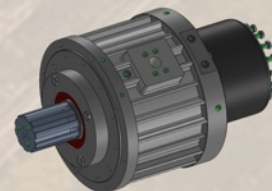
Hydraulic Reservoir

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

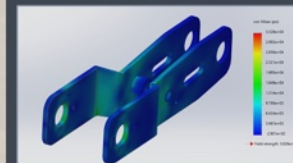
CONTROL SYSTEM

- 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

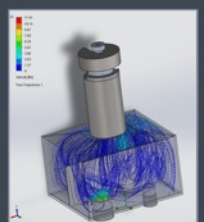
ANALYSIS



DM Truck Stress Analysis



Rescue Skate Stress Analysis



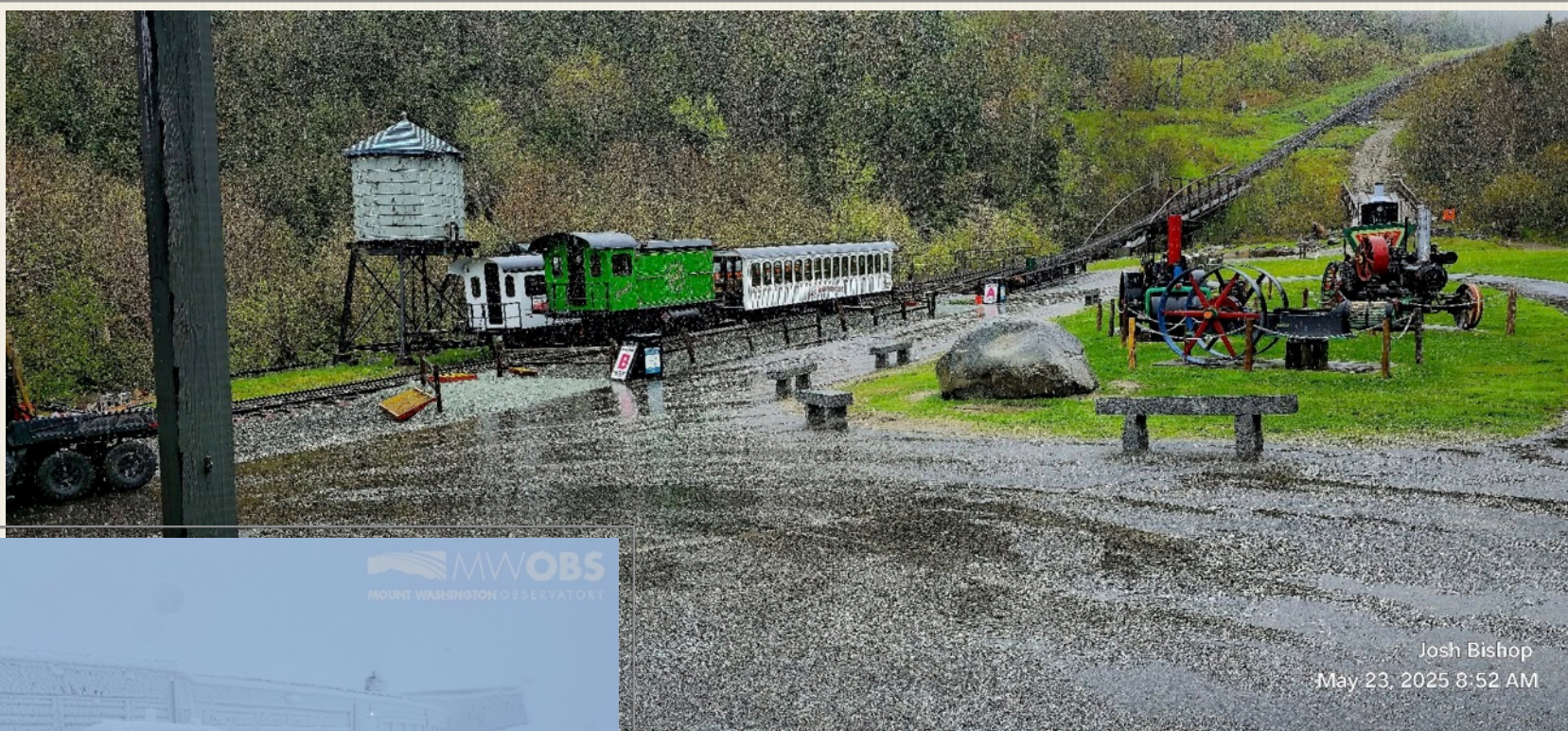
Reservoir Flow Simulation

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)

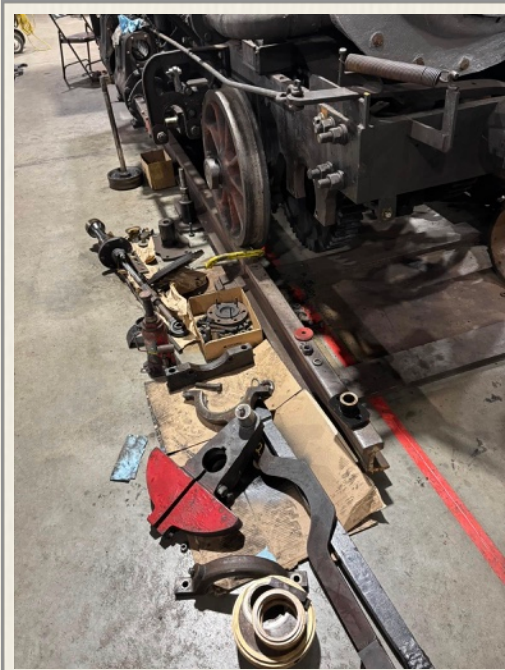
Erich Kenison: “Did the wind stop the coach?” **Cj Cunningham:** “Run it” **Jeff von Bargaen:** “Super cool as always! Truly mind boggling how it’s 57°F here in Putnam County,



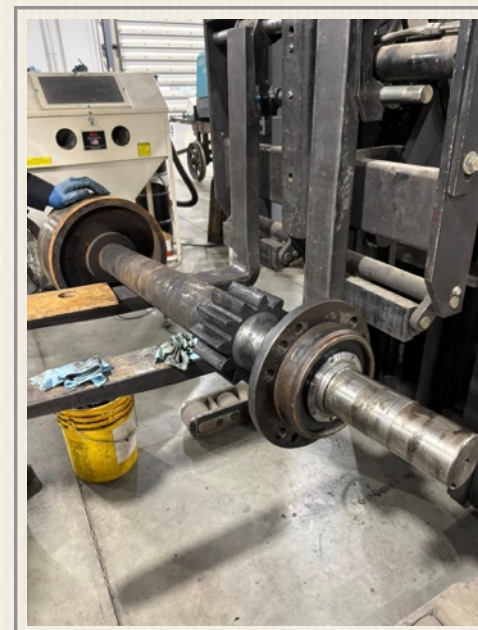


New York and you guys are still battling winter in the mountains of New Hampshire - it's crazy you guys are only a couple hours away and it's snowing ice wind blowing not as bad as it could be lol mother nature is amazing and terrifying at times! Stay safe up there and enjoy the snow and winter fun while 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



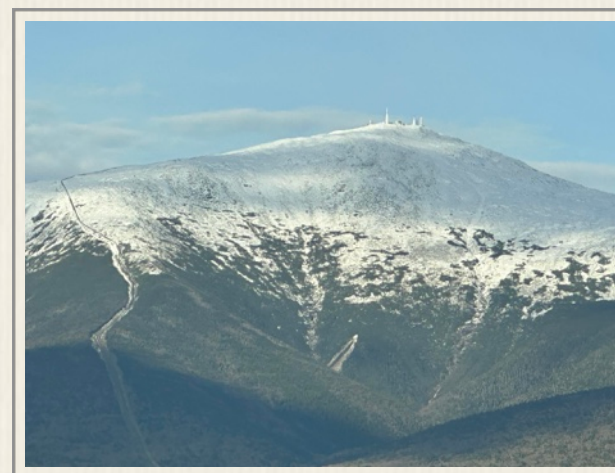
Together Again?: Paul Forbes is with Mark Sodergren and Allen Haggett at Mount Washington Cog Railway: "Working on getting the 2 ready for service. Hope we remember where all the parts (*left*) go!" **Jitney Jr:** ♪ "Spur gear's connected to the crank shaft...♪" It was a number one hit in '69... uh, 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



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

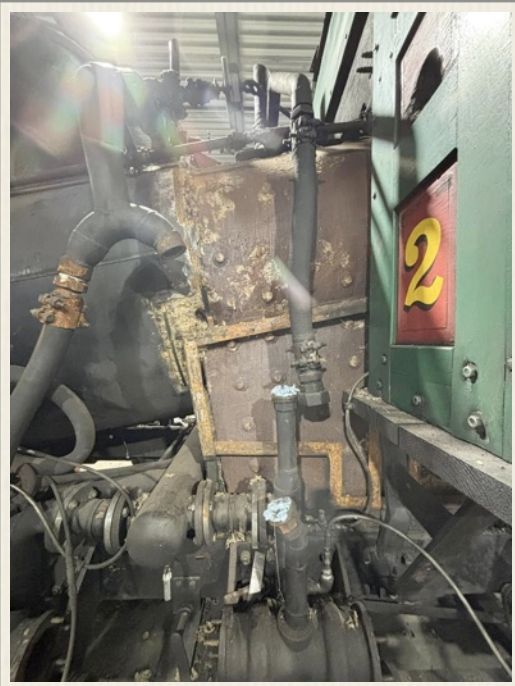
Ticket Portal Down: “SERVICE ALERT, WEDNESDAY MAY 28: Our online ticket portal is currently out of service. Tickets are available for all trains and may be purchased in person at Marshfield Base Station. We expect the online issue to be resolved shortly, and we apologize for the inconvenience.

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

2025

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

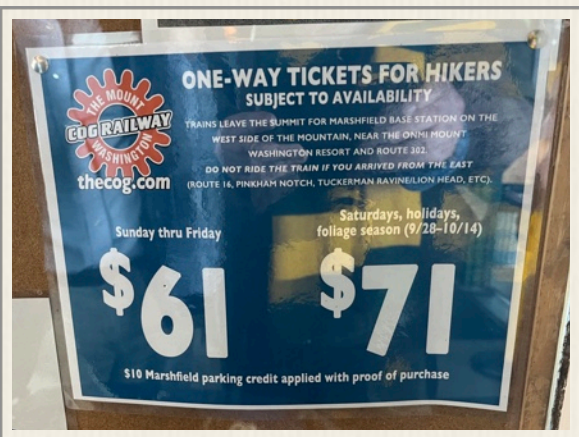
June 4th

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 (*left*) 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 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 & departing 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 (*right*) under 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

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 Merithew:** "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



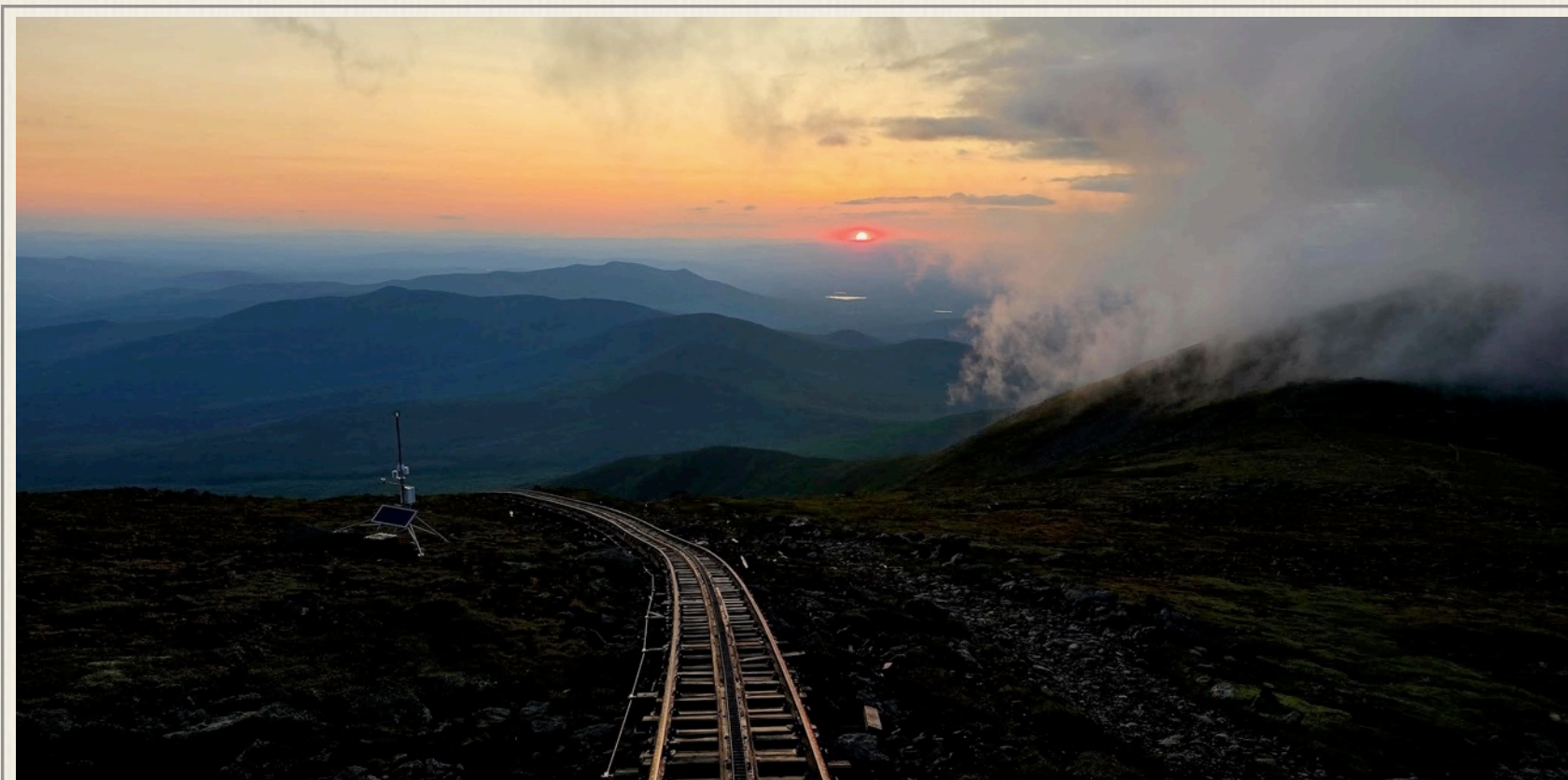
was their final stop on Project Graduation, an all night event that takes place on the evening of graduation to promote an alcohol and drug free night of fun for the class. Picked my son up the yesterday (6/15) morning and he's been asleep ever since" **Nancy Stolen Clark:** "Thank you to the entire staff of the Mount Washington Mount Washington Cog Railway who collaborated 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

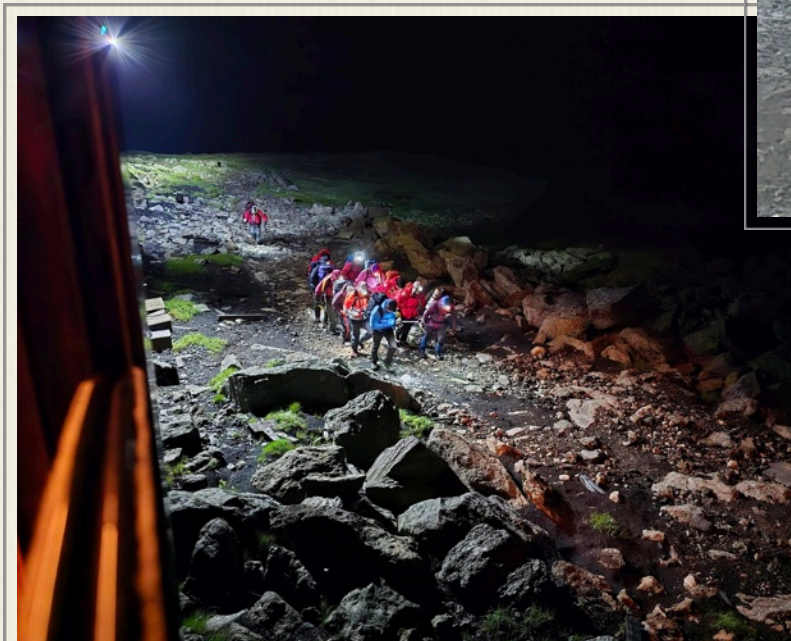


that trip. Congrats to all.” **Cort Roussel:** “Lifetime memories made... Well done & super cool y’all!!!” **Peggy Smith:** “What a wonderful Class Trip, and to see a sunrise from there makes it even more special! Memories for these seniors for sure!!” - Mt. Washington Cog Railway FB page - Sun, Jun 15, 2025

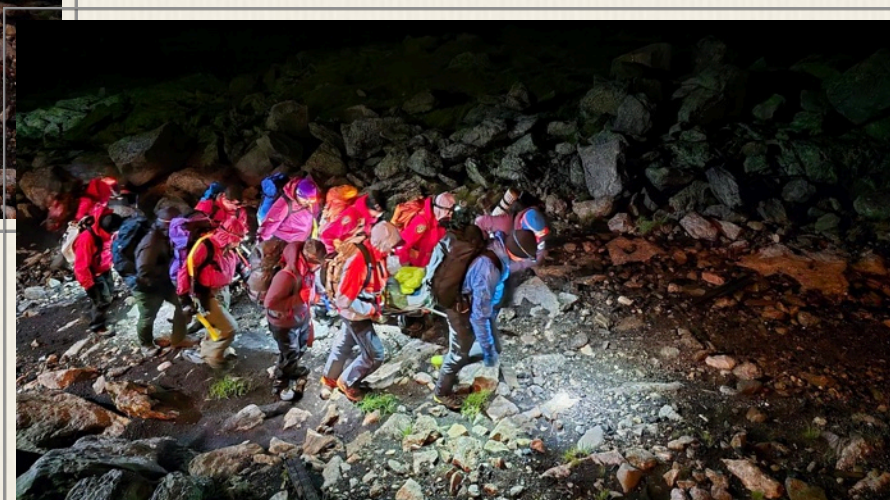


June 20th

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. Rescuers 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 Pemigewassett 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), Pemigewassett 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, PEMSAR, 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



2025

very own Trainmaster Andy Vilaine is already in “training” for his own grueling 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*

September 12th

Mt. Washington Commission: 2025 proposed meetings are scheduled for Sept 12, North Conway Community Center ??

October 17th

Mt. Washington Commission: 2025 proposed meetings are scheduled for Oct 17, TBD at 10 a.m.

November 14th

Mt. Washington Commission: 2025 proposed meetings are scheduled for Nov 14, DNCR Gorham Office at 10 a.m.



“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

